

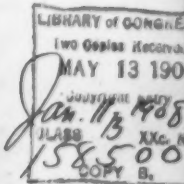
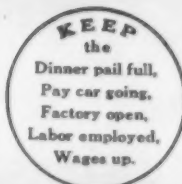


# LET WELL ENOUGH ALONE

Vol. CVI. No. 2749

New York, May 14, 1908

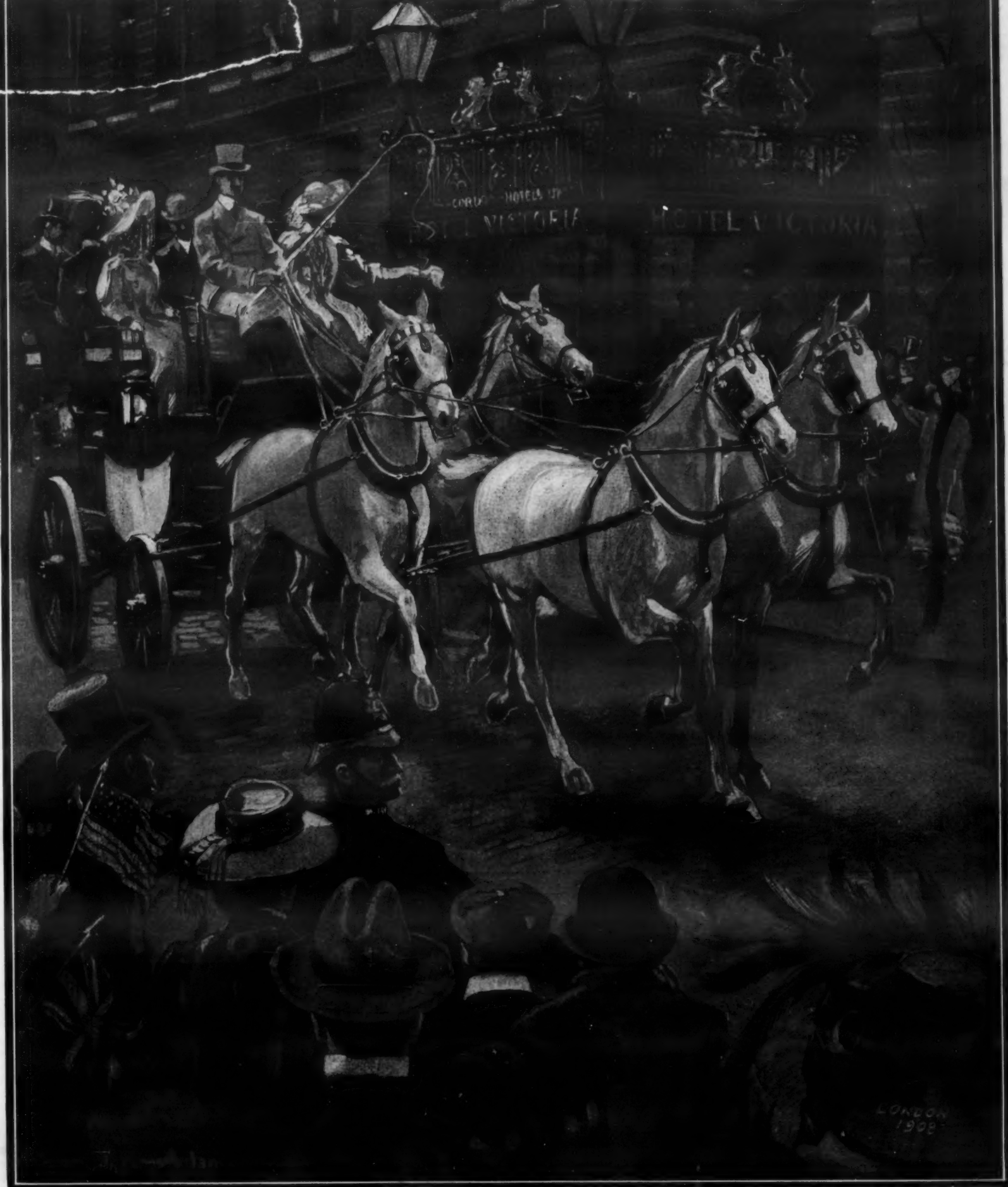
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# LESLIE'S

ILLUSTRATED

# WEEKLY



THE CHARLES SCHWEINLER PRESS.

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## Vanderbilt's Coaching Creates a London Sensation.

ALFRED G. VANDERBILT, THE YOUNG NEW YORK MILLIONAIRE, IN HIS HANDSOME COACH "VENTURE," DRAWN BY HIS FAMOUS GRAYS, STARTING HIS RUN FROM LONDON TO BRIGHTON—ENTHUSIASTIC CROWDS CHEER HIM ALL THE WAY.—Drawn for Leslie's Weekly by Sydney Adamson, of London.



# LESLIE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES

Vol. CVI. No. 2749

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any other reason.  
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## TO ADVERTISERS.

Our circulation books are open for your inspection. Guar-  
anteed average 100,000 copies weekly.

Thursday, May 14, 1908.

## Pushing for Prosperity.

EVERY man, woman, and child in this country  
sensible enough to think should get in line be-  
hind the movement of St. Louis business men to ad-  
vance the cause of national prosperity. It has not  
been started a moment too soon. A year ago we were  
in the floodtide of prosperity. Railroads could not  
get sufficient cars to transport their freight, factories  
could not get sufficient help and were running day and  
night, prices were on a basis of profit, and everybody  
was willing to pay high prices because work was  
plentiful and wages at the record figure. Now nearly  
half a million cars are lying empty on the tracks,  
mills are closed or running half time, railroads are  
dismissing employes and discontinuing the work of  
extension and improvement wherever they can.

At the present rate of decrease the loss of the rail-  
roads this year will reach between \$300,000,000 and  
\$400,000,000, half of this directly chargeable to op-  
pressive legislation. Instead of increasing wages by  
\$75,000,000, as was done last year, the railroads will  
be obliged to reduce them by \$100,000,000 this year.  
Unless the situation changes quickly and radically,  
wages must be reduced all along the line on every  
railroad, by every industry, and in every store and  
shop. Does the farmer say that this is a matter of  
no consequence to him? Let him stop and think a  
moment. Who are his best customers? The working  
masses. When their wages are high and work plenti-  
ful, they are the best spenders in the nation. It is  
their money that buys the farmers' meats, the cheese,  
the butter and eggs, and the manufactured products  
of the grains. When work is slack and wages low,  
consumption of necessities diminishes and luxuries  
are given up.

The business men of the West, who have originated  
a "let us alone" movement, invite the people of the  
country, the manufacturers, the railroad men, the  
toilers of every class, to join in the procession and to  
demand that the barriers against prosperity be re-  
moved. These are the purposes they have in mind,  
according to Mr. E. C. Simmons, chairman of the ex-  
ecutive committee of the newly formed National Pros-  
perity Association:

Keep the dinner pail full.  
Keep the pay car going.  
Keep the factory busy.  
Keep the workmen employed.  
Keep up the present wages.

How shall this be done? There is one way, and  
only one, and that is by getting together on a Pros-  
perity Platform, with an organized force behind it,  
sufficiently strong to put an end to the destructive  
agitation against our industries and railroads by silver-  
tongued "trust-busters" and selfish demagogues and  
muck-rakers masquerading in the disguise of the  
"People's Friend." As President B. F. Yoakum, of  
the Rock Island Railroad, recently said: "The mer-  
chants and manufacturers should unite and demand of  
both the great political parties that they must cease  
further to menace the country's business interests.  
Let the central commercial cities of America demand  
that every man who will have anything to do with the  
selection of the presidential candidates have due  
warning of his fate should he continue to further place  
barriers in the way of honest commerce."

This is not only a business man's movement orig-  
inating in St. Louis, but a general movement in which  
all the great cities of the country are, with one accord,  
hastening to participate. Behind it should be found  
in solid phalanx the toilers of the workshop, the store,  
the farm, and the factory all over the land. It is a

movement originated at the psychological moment. It  
should have its representatives massed in force at the  
Chicago and Denver national conventions, and its de-  
mands and purposes should be set forth with such  
emphasis that the platform-makers will not dare to  
ignore them.

The National Prosperity Association has the people  
of the country behind it. It has the power and the  
votes needed to make itself felt by both the great  
political parties.

## Preserve the Nation's Resources.

THAT conference which, on President Roosevelt's  
call, will meet in the White House on May 13th,  
14th, and 15th will be far more notable than any other  
event of its kind in the country's history. The Gov-  
ernors of the forty-six States and of all the Territories  
have accepted invitations to be present, and with  
them will be the members of each branch of Congress,  
of the Cabinet, and of the Supreme Court, as well as  
many prominent citizens in private life, and represen-  
tatives of many national organizations interested in  
the subjects which will be discussed will also be there.  
"There is no other question now before the nation of  
equal gravity with the question of the conservation of  
our natural resources, and it is our plain duty to take  
inventory of these resources which have been handed  
down to us, to forecast the needs of the future, and so  
handle the great elements of our prosperity as not to  
destroy in advance all hope of the prosperity of our  
descendants." These words from the President's  
invitation sent out to the Governors and others sum  
up, with admirable precision and fullness, the objects  
of the meeting. It will be the first gathering of the  
kind in the country's annals, and will undoubtedly  
give an immediate impetus to the movement which  
has for its purpose the irrigation of the country's arid  
lands, the preservation of its forests from wanton de-  
struction, and the improvement of its navigable  
rivers and its harbors.

In all these objects President Roosevelt has evinced  
a far greater and a far more intelligent interest than  
any one of his twenty-five predecessors. His national  
irrigation act of 1902; the protection which he has  
thrown around a portion of the forests on the public  
lands; his appeals to Congress for legislation which  
will enable the government to retain in its own pos-  
session the coal, iron, lead, and zinc-producing  
lands on the government domain, and to lease them  
to persons who want to use them; and the Inland  
Waterway Commission, which he appointed a year ago  
to study up and report on the whole subject of irriga-  
tion, forest preservation, and the improvement and  
utilization of the country's great rivers, display an  
earnestness and a broadness in the consideration of  
these vast subjects which are receiving the nation's  
plaudits. His recent veto of a bill granting an ex-  
tension of franchise to a company that sought to build  
a dam on one of the country's navigable rivers is a  
concrete illustration of his determination to keep, as  
far as practicable, the great sources of natural riches  
in the hands of the people, to be employed for the  
good of all of them and of their descendants.

Here is an immense field of usefulness which has  
been overlooked by all the country's Presidents down  
to the man who entered the White House nearly seven  
years ago. When every one of Theodore Roosevelt's  
mistakes between September 14th, 1901, and March  
4th, 1909, are forgotten, his beneficent work in guard-  
ing the great natural elements of the country's wealth  
so that they can be utilized by generations yet to  
come will be remembered with gratitude by the Amer-  
ican people of all sections and of all parties.

## Quarter Century of a Great Newspaper.

UNDER several names the New York *World's* line-  
age can be traced back to 1812, and under the  
name of the *World* it has figured since 1860, while  
before as well as after that year many able and prom-  
inent men were associated with it. But the *World*  
whose reputation for great achievements in the jour-  
nalistic field has traveled round the earth dates from  
May 10th, 1883. That was the day when Joseph Pul-  
itzer bought the paper from Jay Gould and William  
Henry Hurlbert, and announced on its editorial page  
that from that time it would be "under different man-  
agement—different in men, measures, and methods;  
different in purposes, policy, and principle; different  
in objects and interests; different in sympathies and  
convictions; different in head and heart."

At the time of his arrival in New York Mr. Pul-  
itzer had had a successful career in St. Louis, where he  
made the *Post-Dispatch* one of the best newspapers  
in the West, as, under his ownership, it is still. It  
was in the broader field, however, which New York  
offered, and with the ampler means which soon came  
under his command, that he made the name which  
placed him among the foremost journalists of the age  
in any land. In that first issue of the *World* under  
his management he said that there was room in New  
York for a newspaper that "will expose all fraud and  
sham, fight all public evils and abuses, that will serve  
and battle for the people with earnest sincerity."

In letter and in spirit this promise in the main has  
been kept. Nearly every worthy cause in the State  
and nation has had the *World* among its champions,  
and in some of them it took the leading part. To  
mention only one of its notable exploits, it has, though  
its leanings have been always toward the Democratic  
party, opposed Bryan from his advent as a free-silver  
leader in 1896 down to the various radical vagaries  
for which he stands at the present moment. If he  
should be defeated at Denver, a very large part of

the credit for that feat would be due to the able,  
courageous, and persistent fight which the *World* has  
waged against him.

In the meantime the *World* has revolutionized  
journalism in the United States. It has made news-  
papers in every great city of the country newswier and  
brighter than they were previously. Its editorials  
have brevity, directness, point, and vigor. Being in-  
tellectually as well as morally honest, they are attrac-  
tive and effective. Dealing, as they do, with ques-  
tions which have a practical concern for everybody  
who reads and thinks, their example has made the  
editorial page of every great newspaper of the United  
States more informing and luminous than it was in  
the earlier days. On this big anniversary it gives  
LESLIE'S WEEKLY especial pleasure to say these  
things. In rounding out this quarter century of his  
management of the *World*, Mr. Pulitzer has the satis-  
faction of knowing that he has made his newspaper  
one of the great social forces of the country.

## The Plain Truth.

THE Milwaukee *Journal's* celebration the other day  
of its silver jubilee calls the country's attention  
anew to an able and prominent Western newspaper  
and to an interesting and enterprising Western city.  
Like many other conspicuous newspapers, the *Journal*  
is independent in politics. It claims the largest cir-  
culation of any daily paper in its city. This is due  
to its enterprise in collecting news, to its taste in  
presenting it, and to the ability and fearlessness of its  
editorial comment thereon. There has been a strong  
drift toward independence among newspapers in the  
past twenty or thirty years, even among those which  
avowedly bear a party label. Many of the most suc-  
cessful and influential newspapers of the country work  
outside of party lines, and the number is increasing.  
The Milwaukee *Journal* is a fair example of this type.  
When that paper started in 1883 Milwaukee had a  
population of about 150,000. In 1908 its inhabitants  
do not fall far short of the 375,000 mark, if at all.  
In 1900 it stood fourteenth in rank among the country's  
cities, in point of population, but it has probably ad-  
vanced two or three places since then. The constant  
growth of Milwaukee's greatest daily newspaper is re-  
flected in the expansion of its city in population,  
wealth, and prestige among the country's industrial  
and social centres.

THE STATE of New York is on fire with enthusi-  
asm over Governor Hughes's brilliant fight  
against the race-track gamblers. Wherever he goes  
to defend his position against his adversaries, he is  
received with such splendid demonstrations of popular  
approval that he must feel well satisfied as to the final  
outcome. The sentiment of the people is overwhelm-  
ingly with the Governor, and the few prominent Re-  
publicans who have thought otherwise are rapidly  
coming over to his side. At this critical juncture  
there should be no hesitation on the part of any Re-  
publican to get behind the Governor with all his  
might, for New York may prove to be the pivotal  
State in the approaching presidential election. In  
this connection the attitude of the Republicans in  
Congressman Fassett's district, in adopting a vigorous  
resolution in favor of the suppression of gambling, is  
of no little significance and is highly commendable.  
This action voices the sentiments of Mr. Fassett him-  
self, and removes any doubt as to his good faith in ad-  
vising Senator Cassidy to stand by the Governor on  
the race-track bill. As one of the strongest advocates  
of the nomination of Mr. Hughes for the governor-  
ship at the Saratoga convention, standing in line with  
President Roosevelt, Chairman Parsons, Congressman  
Dwight, and others, Mr. Fassett has every reason to  
uphold the Governor and to give him his strong and  
helpful support.

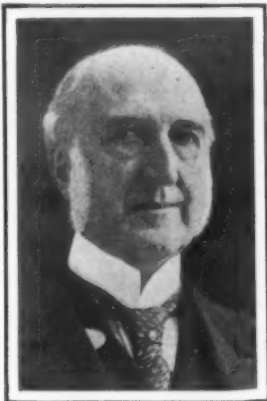
ONE OF the most important movements of the de-  
cade in this country is the effort to conserve in  
some way our national resources. It is no mere coin-  
cidence that the two men who have done most to bring  
about some effort in this direction are from New York  
State—President Roosevelt and Governor Hughes. In  
no State in the Union have the people been so  
robbed of the natural wealth which is their heritage.  
The harnessing of Niagara Falls, the seizing of water  
power throughout the Catskills and Adirondacks, and  
the almost wanton destruction of forests have been  
proportionally so great in New York and worked to  
the detriment of so vast a population, that no wonder  
its statesmen are schooled to a realization of the  
nation's criminal negligence. So successful has been  
the campaign of education conducted by our forestry  
department that already there is a popular understand-  
ing of the fact that the destruction of forests along  
our water-courses breeds floods as well as drought. It  
is but a step to the realization that if one community  
conserves the water-courses, it is unjust that a few  
private individuals in another community should own  
outright the water-power thus engendered. The nation  
has been profligate, squandering resources with no  
thought of to-morrow. Small groups of intelligent  
men have preached against this evil for several years,  
but the public either turned a deaf ear or were misled  
by the arguments of those whose interests opposed  
any growth of popular knowledge in this direction. It  
has remained for Governor Hughes and President  
Roosevelt, with all the fortunate power of their high  
positions to compel a hearing, really to arouse the  
public to a sense of what is going on. When in time  
we come, as we must, to take an intelligent national  
care of the nation's property, credit will be largely  
due to the efforts of these two men.



# People Talked About

ALTHOUGH he was acquitted at the celebrated trial in Boise, Ida., of complicity in the murder of ex-Governor Steunenberg, William D. Haywood has lost his standing in the Western Federation of Miners. Soon after the trial he was superseded as secretary and treasurer of the organization, and was employed merely as a lecturer and organizer. Now he has been deprived of the latter office. Haywood has been active in preaching socialism, and this displeased the leaders of the federation. He was for a time spoken of as the probable candidate of the Socialists for President, but it is now said that empty honor will fall to Eugene Debs.

AMONG the most pleasing annual social events of the great metropolis is the dinner given by the

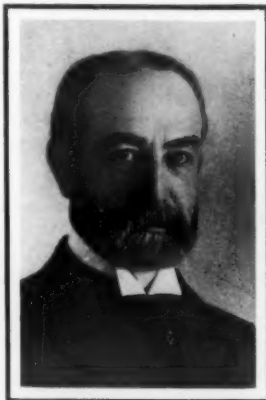


HON. CHAUNCEY M. DEPEW,  
The youthful United States Senator  
from New York who recently  
celebrated his seventy-  
fourth birthday.

Montauk Club, of Brooklyn, in honor of Senator Chauncey M. Depew's birthday. Lately Mr. Depew attained the age of seventy-four years, and the celebration of the occasion by the club was more than usually enjoyable. The Senator, who has completely recovered his health and is now hale and vigorous, was in excellent spirits, and made one of his regular old-time speeches, full of humor and eloquence, that charmed his hearers. He fully vindicated his claim to the title, "Grand Old Man of the Republican Party of New York." The Senator referred to the fact that for fifty years he had been active in political life, and expressed the opinion that this had been a great privilege. Speaking of his length of years and his continued youthfulness, he made the interesting announcement that he was now a vegetarian. Formerly, he said, he had been a victim of almost chronic rheumatism, but, since he had given up eating flesh and fowl and had restricted himself to a vegetable diet, he had been rid of that trouble. He said that he slept well, had a good digestion and a clarified vision, and declared that were it not for men's overeating, the hospital and the graveyard would be largely out of business. One who so exemplifies his own precepts is entitled to respect when he advises concerning matters of health.

DEVOTION to automobilism has seldom been carried to such an extreme as by Lieutenant Hans Koeppen of the German army. The lieutenant started in the New York-to-Paris race in a Protos car with two companions. Owing to disagreements, his associates withdrew and he rode on from Chicago alone. In Oregon the car broke down and had to be shipped by rail to Seattle. This put it out of the race. Although the officer sails with the other racers to Vladivostok, he goes merely as a tourist. In this enterprise the lieutenant has sunk his entire fortune.

AN ENVIABLE record is being made by W. F. R. Mills, secretary of the Denver Chamber of Commerce and the Convention League, as a promoter of publicity for his city. A few years ago the citizens of Denver formed a league, the purpose of which was to attract to the city large numbers of important national conventions. Mr. Mills was employed as secretary and chief executive officer of the league. He has traveled upward of fifteen thousand miles to visit conventions and persuade them to select Denver as their next meeting-place, and the league under his management has secured, all told, one hundred and eighty conventions for that city, the chief of



W. F. R. MILLS,  
Who will care for the newspaper  
men during the Democratic  
national convention.

these being the Democratic national convention, which will meet July 7th. Mr. Mills was engaged as secretary of the Chamber of Commerce at the beginning of the present year. He was formerly in the newspaper business, and has applied the publicity methods learned in newspaper making to his work in attracting conventions to Denver. He is making it his particular care that all newspaper correspondents who are going to the Democratic national convention shall be comfortably housed. There will be more than five hundred newspaper men at the convention, and it will be Mr. Mills's special duty to see that all of them go away with an excellent impression of the city. He will probably be the busiest man in Colorado during the meeting of the convention, for on every side there will be demands for his services.

WONDERFULLY successful as the President of the United States has been, he has been outdone in one respect by his eldest son, Theodore Roosevelt, Jr. The latter recently made a notable voyage



THEODORE ROOSEVELT, JR., THE PRESIDENT'S SON, ABOUT TO  
START ON HIS RECENT PERILOUS BALLOON VOYAGE.  
Left to right: Captain Fitzhugh Lee, Captain Chandler, Theodore  
Roosevelt, Jr.—Copyright, 1908, by Clinedinst, Washington.

in a balloon, a feat and an experience which the President himself has never yet put to his credit. The trip in the air was sufficiently thrilling at the outset to satisfy even our adventurous chief magistrate. The balloon, which was in charge of Captain Charles De Forest Chandler, the balloon expert of the army signal corps, was, when released at Washington, caught up by a stiff breeze. The basket tripped over a number of telegraph and electric wires, and the balloon was hurled against a high embankment. Captain Chandler did not lose his presence of mind, but tossed out several sandbags, which caused the airship to shoot straight upward out of danger. The trip was quite a long one, the balloon landing safely four miles north of Delaware City, Del. A great crowd of society people at Washington watched the ascent. Mrs. Longworth, the President's elder daughter, was eager to accompany her brother in the balloon, but friends dissuaded her from doing so. Mr. Roosevelt, Jr., has already made his mark as a lover of the strenuous life. He has hunted big game, has been badly injured in football games, is a first-class and daring equestrian, and is likely now to become known as a sailor of the air.

WASHINGTON society was greatly interested recently to hear of the engagement of Miss Juliette Williams, daughter of Colonel John R. Williams, of the coast artillery, to Joseph Leiter, the well-known millionaire. Miss Williams is accounted one of the leading beauties of the national capital. She is talented, accomplished, and has taken a prominent part in social functions. Mr. Leiter is regarded as highly fortunate in winning a woman who is fit to grace the finest domestic establishment that immense riches can maintain. The young couple will probably be married next June, and the affair will doubtless be one of the most notable events of the season. Mr. Leiter is the son of the late L. Z. Leiter, the Chicago capitalist. He is a graduate of Harvard. The late



MISS JULIETTE WILLIAMS,  
The Washington beauty whose engagement to millionaire Joseph  
Leiter has been announced.—Copyright, 1908, by Harris & Ewing.

Lady Curzon, of England, who queened it nobly when her husband was viceroy of India, was his sister, and another sister is the wife of a prominent member of the English aristocracy. Mr. Leiter, while he has figured to some extent in society, has been active and prominent in business in the West. At one time he bought wheat at the Chicago Board of Trade to such an extent that he was the largest holder of that grain in the history of the trade. He is officially connected with a number of important enterprises, one of his positions being that of president of a railway company. He is fond of outdoor life, his favorite recreations being fishing and hunting.

SOME ONE lately remarked that, next to being the

President of the United States, he would like to be the head of the great Associated Press. This was a tribute not merely to the power of the position referred to, but also to the man who fills it, since the head of such an organization must possess high ability, sound judgment, keen discrimination, and quick decision in a vast variety of matters. He must be capable of holding the balance exactly on the level, especially in regard to political news, and, besides being impartial in all respects, he must have in a high degree the knack of news discovery and news gathering. Such an official is Mr. Melville E. Stone, who for many years has been general manager of the Associated Press, directing the work of procuring news from all parts of the world for the hundreds of newspapers served by that noted organization. Under his administration the world's greatest news-gathering association has prospered and has served its clients so well that Mr. Stone has received a host of encomiums from editors and public men in this country and also from magnates abroad. Because of his remarkable success in carrying out the true principles of news gathering for the press, Mr. Stone is so highly esteemed that he could remain as general manager of the Associated Press for the rest of his life if he so wished. Mr. Stone is versatile. The souvenir booklet compiled by him for the recent joint dinner of the Associated Press and the American Newspaper Publishers' Association, at New York, was a thing of beauty which everybody praised.



MELVILLE E. STONE,  
General manager of the Associated  
Press, and the foremost news  
gatherer of the world.  
Genesee.

CURIOUS taste in the matter of names was that lately exhibited by an actress in Brooklyn, N. Y. Growing tired of being called Della O'Callahan, and being apparently unhelpful of an immediate change of cognomen through matrimony, she induced a judge to grant her the legal right to be known as Trixie Friganza. If this handicap proves heavy, it is of her own making.

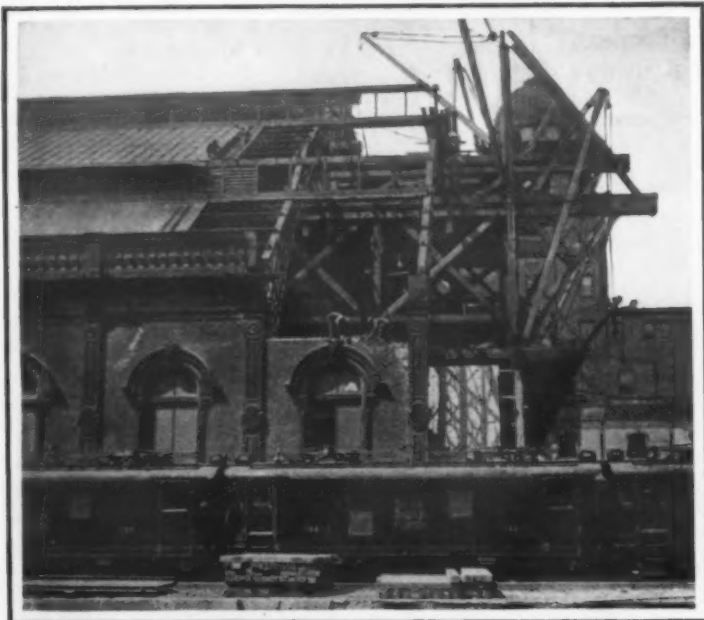
FOR AN artist of his age, George Davidson, only nineteen years old, of New York, has received unexampled recognition. Recently, at the annual exhibition of the National Academy of Design, a small landscape, entitled "Evening Shadows," was hung next to a large canvas by the eminent painter, John La Farge. The surprise was great when it was learned that the author of the former was a mere youth, who had never had much training and who had hitherto been unknown. Young Davidson is a native of Russia and was brought to this country when ten years old. After living for several years in Connecticut he went to New York, poor and without friends, and managed to secure a position in the shop of a crayon artist. There he swept floors, prepared easels, etc., and later drew backgrounds for crayon portraits. Every evening he went to his cheerless hall bedroom, and there worked hard late into the night, drawing and painting. Two years ago he was admitted to the night school at the National Academy of Design, and after that his progress was rapid. When he had produced his now widely known little sketch, he thought but poorly of it, and only on the advice of friends sent it to the exhibition. It was placed on its merits, for the hanging committee had no idea who Davidson was. This remarkable tribute to a foreign-born and poorly educated artist has inspired Davidson greatly, and he hopes yet to become a shining light in the world of art.



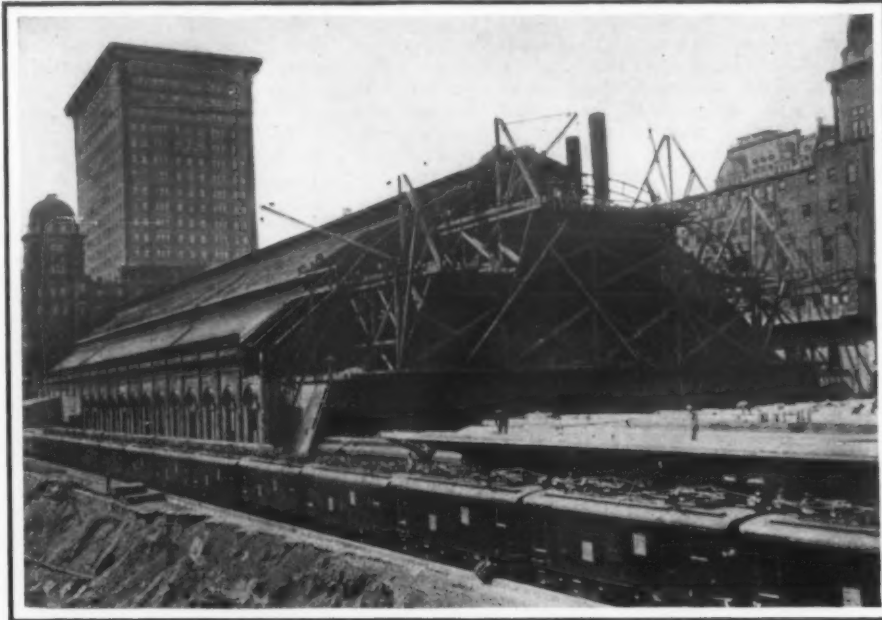
GEORGE DAVIDSON,  
The nineteen-year-old artist whose  
first picture won a place in the  
National Academy exhibition.



# How the Grand Central Station Disappeared



A SIDE VIEW OF THE TRAIN SHED IN WHICH ABOUT HALF OF THE ORIGINAL STRUCTURE APPEARS.



A FRONT VIEW OF THE SHED SHOWING HOW A TEMPORARY FRAMEWORK ON WHEELS IS PUSHED UNDER THE ROOF.

THE Twentieth Century Limited, that each day pulls out of the Grand Central Station in New York City on its whirlwind trip to Chicago, is no bigger improvement over the first dinky little train that puffed up the Hudson River road than is the present method of tearing down the large train shed adjoining the station over the old way of demolishing buildings. Ordinarily it is easy enough to tear down a building; the hard part is to put one up. When, however, it becomes necessary to let trains arrive and depart at the same time the destruction is going on, the work of the destroyer is as hard as that of the builder. Usually in such cases a temporary framework is built the whole length of the building, and the removal begins at the roof and ends at the foundation. The New York Central adopted an entirely different and a unique course. It built a narrow strip of framework, the same shape as a cross-section of the shed, but just a little smaller. The framework was built on wheels placed on steel rails laid between every second pair of tracks.

Beginning at the north end of the shed, a section was removed and then the framework was run under the second section. When the second was removed, the framework was rolled under the third, and so on. In this way the work has been done so quietly that only the observing passengers among that great army that daily leaves New York noticed anything out of the ordinary.

Without seeing it, it is almost impossible to realize the size of this gigantic piece of framework which moves on wheels like the ordinary hand-car. Possibly it will help a little to say that twelve trains can run under it at the same time. But for the "skyscraper" hotel that rises behind it, the framework would be considered a large structure itself—as it really is. When one stands in the shed and looks at the countless beams fastened together with numberless bolts, then only can one fully realize how great have been the improvements in tearing down buildings. To many the destruction of the shed will be the disappearance of an old landmark.



TWO OF THE TRACKS ON WHICH THE HUGE FRAMEWORK MOVES.—Photos by H. D. Blauvelt.

## A Lawyer for Ten Cents.

"IGNORANCE of the law excuses no one" for crimes committed, but it involves many innocent people in the tangles of legal procedure. For such primarily, among the poor of New York City, was founded the Legal Aid Society. Its attorneys exact the princely retaining-fee of ten cents, and litigants pay a commission of ten per cent. on all collections exceeding five dollars. It investigates many forms of abuse and oppression, and has in many cases put an end to the objectionable practices, either through the courts or the arousing of public opinion. It has, for example, exposed and corrected the abuses prevalent in connection with the arrest of persons who have involved themselves in debt under installment-sale contracts; it has procured legislation tending to prevent

extortion on the part of money-lenders; and it has instituted and assisted in the criminal prosecution of persons guilty of impositions and cruel practices upon seamen, and has secured Federal legislation for their better protection. It is now engaged in an attempt to prevent "loan sharks" from charging borrowers more than the legal rate of interest. Under the present law it is possible for a money-lender to exact almost any rate he pleases, so long as the security taken for the loan does not consist of "household furniture, sewing machines, plated or silverware in actual use, tools or implements of trade, wearing apparel or jewelry." But the greatest good done by the society, in the opinion of its directors, is the prevention of litigation in a majority of the cases brought to its notice, either by discouraging litigants who have no cause for action or adjusting disputes out of court through the advice and assistance of its attorneys.

Besides the main office at 239 Broadway, the society maintains five branches in the city. Applicants for legal advice await their turn on benches in the waiting-rooms attached to these offices, and state their cases to the attorneys of the society. The facts in the complaint are summarized on "case cards" and filed for reference.

The applications average eighty a day at all the offices. Last year sums aggregating \$90,286 were recovered for clients. Applications for advice to be sent by mail are also received from all parts of the country; 672 of them came last year. Since its foundation in 1876 the volume of the society's work has grown from 712 cases a year to 26,399. The first year's expenses were \$1,060; those of 1907 were \$38,000—all of which is contributed by private charity, except the sums realized by the retainers and the commissions on collections. Arthur von Briesen is president of the society; Merrill E. Gates, Jr., is its attorney-in-chief. Societies having a similar beneficent purpose have been established in a number of other cities, and these closely follow the methods of the New York organization. They also are doing a vast amount of good on this special line.



A CREW OF FAIR MAIDENS WHO FLUNG FLOWERS AT THE SAILORS.



UNIQUE AND APPROPRIATE FLOAT—A BATTLESHIP MADE OF FLOWERS.

THE FLORAL PARADE AT SANTA BARBARA, CAL., IN HONOR OF THE PACIFIC FLEET.—M. E. Raftert.

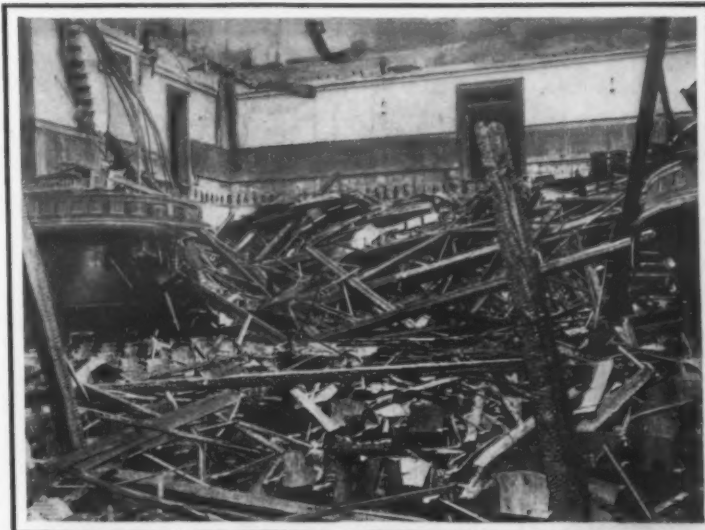


# News Photo Prize Contest—Louisiana Wins the \$10 Prize

(SEE FOOT-NOTE.)



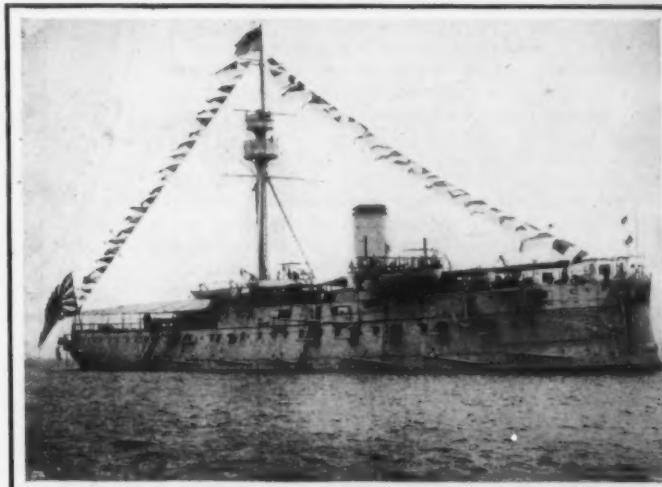
(PRIZE WINNER, \$10.) CHILDREN HONOR THEIR BENEFACITOR—PUBLIC SCHOOL PUPILS IN NEW ORLEANS LAYING TRIBUTES OF FLOWERS NEAR THE MONUMENT TO JOHN MCDONOUGH, WHO ENDOWED MOST OF THE CITY'S SCHOOLS.—A. V. Hall, Louisiana.



RUINED INTERIOR OF THE FREE ACADEMY AT UTICA, N. Y., RECENTLY DESTROYED BY FIRE, WITH A LOSS OF \$150,000.  
Owen F. Scott, New York.



THOROUGH DESTRUCTION OF A FAST STOCK TRAIN WRECKED BY A WASHOUT AT DE WITT, IA.—TWO MEN WERE KILLED AND THE PROPERTY LOSS WAS LARGE.  
John Bickert, Iowa.



AN ILL-FATED JAPANESE WARSHIP—TRAINING CRUISER "MATSHUSHIMA," WHICH WAS SUNK AT MAKANG, PESCADORES ISLANDS, BY A MAGAZINE EXPLOSION, WITH A LOSS OF 240 MEN.—S. Harrison, Japan.



DYNAMITED HOUSE OF EX-SUPERVISOR JAMES L. GALLAGHER AT EAST OAKLAND, CAL.—GALLAGHER WAS A STAR WITNESS IN THE SAN FRANCISCO GRAFT INVESTIGATION.  
Stewart Studio, California.



A BAD SMASH-UP ON THE QUEEN AND CRESCENT RAILROAD AT LUDLOW, KY.—RUNAWAY CARS COLLIDED WITH AN ENGINE AND THE LATTER RAN BACK AND CRASHED INTO ANOTHER LOCOMOTIVE.  
J. R. Schmidt, Ohio.



A SOCIALIST MAY-DAY CELEBRATION IN NEW YORK—MEETING OF THOUSANDS OF SOCIALISTS IN UNION SQUARE, WITH HUNDREDS OF POLICE IN ATTENDANCE TO PREVENT DISORDER AND POSSIBLE BOMB-THROWING BY ANARCHISTS.—H. D. Blauvelt.

TEN DOLLARS FOR A SINGLE PHOTOGRAPH. Photographers, amateur or professional, this interests you. LESLIE'S WEEKLY will pay the sum of ten dollars every week throughout the year for the best photograph of a news interest submitted to this publication. This offer is open to every one. Write the caption for the picture plainly on the back, together with your name and address, and send to LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Every picture that does not win the first prize, but is used in LESLIE'S WEEKLY, will be paid for at our regular rates for photographs. Copyrighted photographs must be accompanied by a release. Contestants should send in their pictures with the utmost promptness. The first photo of any event reaching this office is the one most likely to be accepted.



# Why William J. Bryan Failed To Get the Widow Bennett's \$50,000—No. 2

WHO MR. BENNETT WAS—HIS TWO SECRET LETTERS TO BRYAN AND WHAT THEY CONTAINED

By James Melvin Lee

THE INFORMATION furnished by Mr. Bryan about his \$50,000 benefactor, Mr. Bennett, is not sufficient for our purpose. We shall, at this point, take up the life of Mr. Bennett more in detail. Such a course is necessary if one wants to understand Mr. Bennett's actions at the time his will was secretly drawn by Mr. and Mrs. Bryan—and before it, for that matter. That Philo S. Bennett was born in the northern part of Connecticut amid the most humble surroundings; that his early life was spent on a farm, where he had to do the usual chores that fall to a country lad; that while still in his teens he was compelled to leave home in order to help support his mother, who had become a widow—all these are interesting facts in the successful career of Mr. Bennett, but they are not important for our purposes except as they show a willingness on his part to lighten the burden of others. It is, however, worth while to notice that the educational advantages he enjoyed were most meagre. He could be spared from his work only for a few weeks in winter. Through no fault of his own, he did not finish at the little country schoolhouse at the crossroads, but left the parental roof to work for a farmer at Brookfield, Conn., receiving for his services simply his board and clothes and whatever cash the farmer might give at Christmas time. He learned how to take care of stock properly and how to plow a straight furrow, but at no time did he ever show remarkable ability as a letter-writer.

Leaving the farm, the youthful Bennett was apprenticed to a tinsmith at Fair Haven, Conn. So well did he learn the trade that never did he forget how to wield the soldering iron, as we shall see later on. In those days apprentices got twenty-five dollars for the first year, fifty for the second, and so on. Yet the young tinsmith managed to save a good part of his salary each year—money that was carefully put away until he should want it when he started in business for himself. While mending coffee-pots and selling milk-pails, his thoughts would often turn from Fair Haven, in spite of its suggestive name, toward that Mecca of farmer boys, New York City. His dreams came true, for as soon as he had finished his apprenticeship as a tinsmith, he came to New York and became associated with a wholesale house dealing in pickles and preserves. His promotion was rapid, and before long he was one of the "knights of the grip." Among other firms upon whom he called regularly was that of A. H. Kellam & Co., of New Haven.

It was in the office of this firm one day, after Mr. Bennett had paid his customary visit, that one of the partners spoke up and said that he wished they could get Bennett to go on the road for them, but that in all probability he would not want to leave a New York position to come to a New Haven house. "Just leave that to me," said the other partner. "I will write him a note, stating that we are looking for a good man like himself to represent us, and that we would be glad to have him recommend some one." This opened the way of approach, and Mr. Bennett soon became a most valued employé of the New Haven house.

Many of the places Mr. Bennett had to visit in the interest of his firm were situated far from the railroad, so that the only way he could reach them was with a horse and carriage. On one occasion, when he called at a little country grocery store, he found the employer busily employed trying to mend a leaky tin roof. The storm was rapidly approaching and the storekeeper, not being a tinsmith, was having a sorry time of it. Climbing to the roof, Mr. Bennett took the tools and soon had the roof repaired. "If your goods," said the astonished storekeeper, "are as good as that piece of work, I want some." This little incident emphasizes Mr. Bennett's willingness to help those in trouble. Often, as in this case, by helping others he helped himself. Kindness of heart was one of his distinguishing characteristics, and it won him many friends. His ear was always open and his hand was always outstretched—sometimes to his own disadvantage.

Leaving the firm of Kellam & Co. when about thirty-one, Mr. Bennett returned to New York and established the house of

Mason, wholesale dealers in teas, coffee, and spices. The enterprise was successful, but the old firm of Kellam & Co. found that they could not dispense with Bennett's services, and finally got him back to New Haven. In 1878 the firm of A. H. Kellam & Co. became that of Bennett & Sloan. Mr. Bennett was un-



PHILO S. BENNETT.

The man for whom William J. Bryan drew the will by which the latter was made a beneficiary for \$50,000 in a secret bequest.—Photograph by Randall, New Haven.

usually fortunate in the selection of his partner, and the business continued to grow until, in 1881, it was necessary to open a branch in New York City. The latter prospered so well that the New Haven parent soon moved to the home of its offspring in New York. For eight years the business was conducted at what was then 44 West Broadway, but in 1890 it was moved to larger quarters at the corner of Hudson and Franklin streets. When the house of Bennett & Sloan was first started, Mr. Bennett gave most of his time to the outside work of the firm, and frequently was on the road in its interests. Gradually, however, he came to share with Mr. Sloan the home management of the house.

Always a hard worker, it was Mr. Bennett's custom to take a rather long vacation in the summer. In 1903 he took a pleasure trip to the West, intending to visit some mining property in which he had a small interest. The latter part of the journey had to be taken across country. In company with three other men, Mr. Bennett was making the trip to the mines in a four-horse wagon. While they were descending a

steep incline about a day's ride from the camp, the brake broke, letting the wagon on the heels of the rear team. The horses began to run, and at a "thank-you-ma'am" the wagon pitched over, throwing Mr. Bennett between the box and the one solitary tree in that neighborhood. Death was the result.

Such was the tragic ending to a life which, while lacking the larger prizes of wealth and honor, was one that had been well spent. One who had had business relations with Mr. Bennett ever since the firm of Bennett & Sloan was first started in New Haven remarked recently that he knew no one whose heart was kinder or whose sympathies were more sincere. "He was always trying to help the under dog," said Mr. Sloan the other day in speaking of his late partner. "It is necessary," added Mr. Sloan, "to remember Mr. Bennett's great desire to help others if we would understand his own actions." This remark of Mr. Bennett's partner is worth pondering over.

For the sake of clearness more should be said about the letter which was to have given Mr. Bryan \$50,000 of his friend's estate without the knowledge or consent of his friend's wife. Mr. Bryan passes this matter over too briefly in his letter of explanation. The secret letter donating the \$50,000 was not found with the will when it was taken from the safety vault, but was discovered a few days later with some other papers. An interesting but unimportant fact in this connection is that Mrs. Bennett has never seen this letter. Mr. Bryan wanted Mrs. Bennett to receive the letter and to read it, but, acting on the advice of her attorney, she declined to do so, and the letter was first opened and read by Judge Cleveland when the will was before the Probate Court at New Haven. One should not pass by too hastily the envelope containing this letter. In addition to the address, there appeared the following directions:

To be read only by Mrs. Bennett and by her alone, after my death.

It is again worth while to notice the use of the words "only" and "alone" in the above, as one will not find a better example of their correct use anywhere in English literature. It is the more remarkable when one stops to think that these words of caution are supposed to have been written by a plain, ordinary, self-made man, with only the rudiments of an education. In any case, there can be no question about the meaning intended. No one but Mrs. Bennett may read the inclosed letter; not even she may read it unless she is in a room in which there are no other people! But back to the letter. In it Mr. Bennett goes on to say:

In my will you will find the following provisions:

I give and bequeath unto my wife, Grace Imogene Bennett, the sum of fifty thousand dollars (\$50,000) in trust, however, for the purposes set forth in a sealed letter, which will be found with this will.

It is my desire that the fifty thousand dollars conveyed to you in trust by this provision shall be by you paid to William Jennings Bryan, of Lincoln, Neb., or to his heirs if I survive him. I am earnestly devoted to the political principles which Mr. Bryan advocates, and believe the welfare of the nation depends upon the triumph of these principles. As I am not so able as he to defend those principles with tongue and pen, and as his political work prevents the application of his time and talents to money-making, I consider it a duty, as I find it a pleasure, to make this provision for his financial aid, so that he may be more free to devote himself to his chosen field of labor. If for any reason he is unwilling to receive this sum for himself, it is my will that he shall distribute the said sum of fifty thousand dollars according to his judgment among educational and charitable institutions. I

have sent a duplicate of this letter to Mr. Bryan, and it is my desire that no one excepting you and Mr. Bryan himself shall know of this letter and bequest. I will place this letter in a sealed envelope and direct that it shall be opened only by you and read by you alone.

With love and kisses,

P. S. BENNETT.

The italics are ours. The secrecy is made still stronger. No one but Mrs. Bennett may open the letter, nor may she tell any one except William Jennings Bryan! When the case came before the Probate Court at New Haven, Mr. Bryan presented the following letter, which he wanted probated with the will. In the court decisions it is referred to as "the typewritten document." This letter was also thrown out by the court, but it is necessary for a correct understanding of all the situations arising from the bequest. It was drawn at the same time as the will, taken to New York, and then copied and returned to Mr. Bryan. The letter ran as follows:



HON. WILLIAM JENNINGS BRYAN.

These two photographs tell in a most graphic way the story of Mr. Bryan's wonderful financial prosperity. From stereographs copyright by Underwood & Underwood.



NEW YORK, May 22d, 1900.

My Dear Mr. Bryan:

I inclose a duplicate letter which I have placed in a sealed envelope, with instructions that it shall be opened by Mrs. Bennett, and read by her alone. I have stated therein the reasons for the provisions made for you, and I sincerely hope you will accept the sum of fifty thousand dollars for yourself. Give ten thousand dollars to your wife, and invest fifteen thousand dollars for the benefit of your three children, giving five thousand to each whenever you think it wise to turn the money over to them.

If for any reason you decline to receive the entire sum, or any part thereof, I shall trust you to distribute the same according to your judgment among educational and charitable institutions.

Sincerely yours,

PHILO S. BENNETT.

Even in this letter mention is made of the secrecy which hangs over the bequest and of the instructions to Mrs. Bennett that she read it alone. The question naturally presents itself: "Did Mr. Bennett want to keep his gift from the knowledge of the people, or did Mr. Bryan want no one to know about the \$50,000?" This question Mr. Bryan answers in his letter of explanation which we have already published. He says: "The \$50,000 he (Mr. Bennett) desired bequeathed to me, one-half to me personally and the other half to members of my family." Mr. Bryan admits that he suggested the letter form of bequest. It may safely be said, therefore, that all the desire for secrecy was on the Bryan side.

These two letters, which figured so prominently at New Haven when the will was before the Probate Court, are so cleverly constructed, are so skillfully planned, and are so carefully worded that they deserve

close attention. If the instructions contained in each were literally carried out, no questions would ever be asked, and Mr. Bryan would simply swell his bank account by \$50,000. Should the letters be made public, Mr. Bryan could—if Mrs. Bennett objected to this secret bequest—say that he would not accept the



BIRTHPLACE OF WILLIAM J. BRYAN, AT SALEM, ILL.

On this site a library will be built to mark the spot in the future—\$1,500 for the building was bequeathed in Mr. Bennett's will at Mr. Bryan's suggestion.—Photograph by O. S. Marshall.

money that was intended for him personally (\$25,000) without her consent, but that he could not waive the rights of his family to the other \$25,000. The \$25,000 intended for Mr. Bryan could be devoted to charitable and educational institutions in a manner of which we shall speak later. If the opposition were too strong, Mr. Bryan could say that neither he nor his family would accept any of the money without Mrs. Bennett's consent, and that if she objected she could not have the money, any way, as he would distribute the \$50,000 among the educational and charitable institutions, so that she might as well withhold her objections and let him have the money. But the plan of distribution of the \$50,000 was a foxy bit of selfish handiwork, for under its terms Mr. Bryan could give fifty lectures for educational and charitable institutions, the said lectures to be delivered without charge, as they had already been paid for by the Philo S. Bennett fund of \$50,000, which Mr. Bryan would put in his pocket. The letters permit all the courses given above.

There still remained two other schemes open to Mr. Bryan. He could offer to divide the \$50,000 with Mrs. Bennett on the best terms that could be secured. Or, if Mrs. Bennett would not consider a division of the money, he could contest the will, carrying the matter through all the Connecticut courts, and thereby, by expensive litigation, make the actual amount that Mrs. Bennett finally received as little as possible. What course Mr. Bryan actually followed and what stand Mrs. Bennett took in the case will be taken up in the next installment.

## The Man in the Auto

IT IS interesting to note that the backbone of the automobile industry is fast becoming not the high-priced, fancy car of the wealthy, but the plain, practical, moderate-priced machine of the middle class. This goes to show that the auto is here to stay.

HAS NOT the Thomas car already won the New York-Paris race? This important question has seriously been raised, owing to the fact that the original route must be abandoned, because the trails in Alaska over which the cars were scheduled to go have been found absolutely impassable. According to the rules, that car wins which went the farthest on the original route. This the American car has already done.

THE MAN in the auto will surely be interested in the following item about his little brother, the man on the motor-cycle: The latest innovation among the two-wheelers is a fire-fighting motor-cycle. It is designed to be the "first on the scene." The only apparatus carried is a coil of hose that may be attached to the nearest hydrant. Up to the present time the machine has been used only in Italy, but it has given such a good account of itself that its adoption in other countries may follow.

A MOTOR trip by rail was recently enjoyed by a party of one hundred and fifty men prominent in the railroad world. The trip was made from New York to Philadelphia in the Strang gas-electric motor-car. The run was made in exactly two hours and five minutes, the time of the Pennsylvania Railroad express being one hour and fifty-seven minutes. The motor power came from a six-cylinder gasoline motor, which drove an electric generator connected directly with the wheel shaft. The car, in appearance a good deal like a Pullman, is said to ride very much like an automobile.

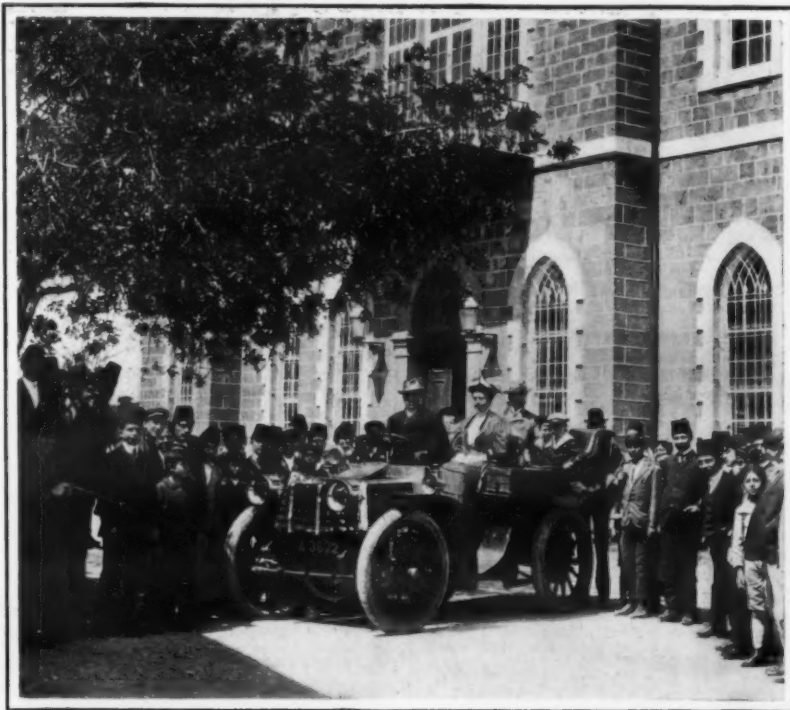
AN AMUSING incident of the recent auto carnival held in New York was the arrest of Elwood Haynes for driving his car without a license number. The car was built in 1893 and is said to be the first automobile to be built in America. For several years it has been one of the attractions of the Smithsonian Institution at Washington, D. C. When the magistrate learned the facts in the case he let Mr. Haynes go.

AUTOMOBILES may become common in the Congo Free State, if the plans of the general manager of an American rubber company operating there are carried out. He intends to try the experiment of using motor vehicles to transport rubber. Contrary to the general idea, the country back of the banks of the Congo consists, for the most part, of high level plains covered with long grass and almost bare of trees. The plan contemplates the cutting of roads through the strips of jungle along the river bank to give access to the open country, and the burning of the grass to permit automobiles to run across country without roads.

THE EARLY history of the automobile industry is very interesting. As long ago as 1760, according to Charles Clifton, president of the Association of

Licensed Automobile Manufacturers, a steam carriage was built in Paris by Cugnot. This machine was operated with considerable success. Although its endurance lasted only for two hours at a time, it could for this period maintain a speed of two and a half miles per hour. Other builders of early steam cars were Trevithick in 1804 and Sir Charles Dance in 1831. The honor of building the first internal combustion gas-engine for use in a practical machine belongs to an American. In its infancy the automobile was called by such names as "devil wagon," "iron horse," and "the crazy man's vehicle." So strong was the opposition that development was retarded until public sentiment could be overcome and the automobile be brought into favor.

SOME of the rules laid down by an English writer in *Automobile Topics* are deserving of careful attention.



AROUND THE WORLD IN AN AUTOMOBILE—THE AMERICAN GLOBE-TROTTER, CHARLES J. GLIDDEN, WITH HIS WIFE AND TWO SONS, AT THE AMERICAN COLLEGE IN BEYROUT, SYRIA, JUST RETURNED FROM A MOTOR TRIP THROUGH PALESTINE—AMERICAN CONSUL IN REAR SEAT.—Photograph by A. Guirdossian.

tion by American automobilists. Those with reference to brakes are especially sensible:

Never draw up with your brake if you can do without; it is a penny wasted on tires every time you do so. Withdraw your clutch in anticipation of the place to stop at, and just bring the "stand still" with the brake. It is an act of bad driving to rush up to a stopping place and then apply the brakes.

Because it scares the people about, and the people inside may think that perhaps the brakes won't act; because it savors of a wish to draw attention and give an impression of ability, which is not becoming; because it costs as much in tires to stop by brake power as it does to start with the same quickness. In the case of starting or quick acceleration the engine is the motive power. In the case of slowing down suddenly by fierce brake power the momentum (of, say, one and a half tons) is the motive power, and the brakes are the retarding power. In both cases the tires in contact with the road surface have to communicate the power, and they depreciate accordingly.

Because the power of retarding is transmitted through the gears and reduces the life of the mechanical parts. Therefore, don't use brakes indiscriminately for drawing up. They are for down-hill and emergency work.

### Let Us Restore Confidence.

Editor LESLIE'S WEEKLY: As a subscriber to LESLIE'S WEEKLY I desire to express the great pleas-

ure I had in reading your editorial in the issue of April 2d, 1908, headed "Let Us Restore Confidence." It is forceful, to the point, and full of splendid advice. It would be a good thing for the country if a copy could be placed in every home in the land. As an eminent citizen once said, "It is a condition and not a theory that confronts us."

Without going into an argument as to the causes that have brought about the present order of things—for on this question there are great differences of opinion—still the fact remains that business is in a demoralized condition, mills are closed, finances are out, railroad cars are idle, distrust is abroad, confidence is lacking, and the unemployed number hundreds of thousands.

There has been too much of the policy of trying to "crack a head every time you see one," and even going out of the beaten path to hunt "a head to crack." If the President will take counsel with the business interests of the country he will probably hear some truths that will set him thinking. What the nation needs is peace in the business and industrial world, and some assurance that will restore confidence along the lines as laid down in your editorial.

Let the Aldrich bill be passed also.

It is not an ideal measure, by any means, but it will do for the present, and is probably the only one of the kind that can pass Congress at this session. It will at least be a bulwark of prodigious dimensions against the disgraceful happenings in our money markets that we encounter every fall when the crops must be moved. Our whole monetary system needs revision and modernizing, but it should be approached carefully and dispassionately, apart from politics, and should be handled and shaped by the brightest and ablest men in that line to be found in the country.

Pass the Aldrich bill or some other law as good or better if it can be done at this session, and then let Congress authorize the President to appoint a large commission, consisting of the chairmen of the Committees on Banking and Currency of both Senate and House, and at least two representatives from the large financial centres and cities of the country, North, South, East, and West. Let this body of representative men sit as a commission after Congress adjourns, go over our monetary system

thoroughly, thrash out all the plans that have been advanced by able organizations throughout the country for the betterment of our financial condition, and then draft a bill to be sent to the new Congress for passage. Such a bill, prepared after such research, study, and application toward the problem involved, should represent the best thought of our ablest men, and ought to come much nearer to a settlement of the perplexing questions that beset us than in any other way.

If this can be done, and the President will give the public assurance that you ask, it will go a very long way toward putting that faith in our hearts that for a long time seems to have been conspicuous by its absence. Let us all try to remember those beautiful lines of the poet:

"Look not mournfully into the Past—it comes not back again.  
Wisely improve the Present—it is thine.  
Go forth to meet the shadowy Future—without fear and with a  
brave heart!"

Very truly yours,  
Philadelphia April 4th, 1908. GORDON S. CARRIGAN.



# Pictorial Record of Noteworthy Events of the Day



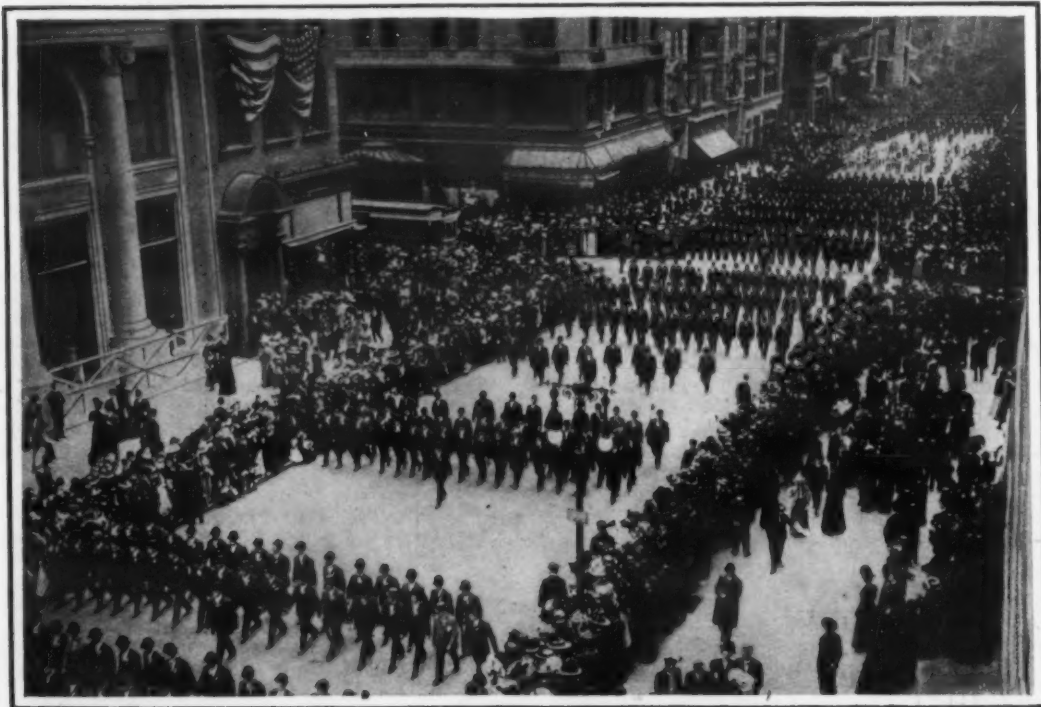
HOTEL FIRE HORROR IN INDIANA.

STRENUOUS FIGHT OF THE FIREMEN WITH THE FLAMES WHICH DESTROYED THE NEW AVELINE HOTEL AT FORT WAYNE, IN WHICH FOURTEEN PERSONS PERISHED AND FORTY WERE INJURED.—*Frank H. Williams.*



THE WORLD'S LARGEST LOCKS AND LARGEST DAM.

LATEST PHOTOGRAPH OF THE IMMENSE EXCAVATION FOR THE THREE 1,000-FOOT LOCKS AND THE ONE AND ONE-HALF MILE DAM AT GATUN, PANAMA, ON THE ROUTE OF THE ISTHMIAN CANAL—THE DAM WILL CREATE A LAKE OF 120 SQUARE MILES.—*A. Siegfried.*



PARADE OF 40,000 CATHOLICS IN NEW YORK.

CENTENARY OF THE FOUNDING OF THE NEW YORK DIOCESE CELEBRATED BY MANY ORGANIZATIONS, WHOSE MARCH WAS WITNESSED BY NUMEROUS CHURCH DIGNITARIES, INCLUDING CARDINAL LOGUE, OF IRELAND, AND 500,000 OTHER PERSONS.—*H. D. Blauvelt.*



DANGEROUS HOMES IN THE METROPOLIS.

TYPICAL TENEMENT HOUSE (AT LEFT) IN BROOKLYN, N. Y., RECENTLY SET ON FIRE BY AN INCENDIARY—IT PROVED TO BE A DEATH-TRAP, SIX LIVES BEING LOST.—*H. D. Blauvelt.*

## An Expert Who Does Not Qualify.

THE MAN who has been spending a good deal of the people's money in making unscientific experiments as the chief chemist of the bureau of chemistry, at Washington, has been set forth by a good many newspapers as an expert in reference to the effect of food preservatives on the human system. The notoriety which this Dr. Wiley has achieved at the public's expense has not been to the best advantage of the cause of pure food reform. The obstreperous doctor, having achieved notoriety loves to linger in the light of publicity. In a recent trial at Washington he was a prominent witness, but he cut a sorry figure. During his cross-examination the "chief chemist of the bureau of chemistry" disclaimed qualifications as a druggist, expert in drugs, physician, and even as a food expert, although he has claimed at various hearings before congressional committees to be an expert on practically everything pertaining to medicine and chemistry. On account of Dr. Wiley's age and the exalted governmental position he holds, one would expect that his testimony would be given with a certain degree of dignity. We append some of the answers that he gave in the case of the "United States vs. Harper." It is hard to conceive anything more flippant, we might almost say blasphemous, than the last two answers printed in the cross-examination herewith given.

Dr. Wiley cross-examined by Mr. Tucker:  
Mr. Tucker: Well, you have written a book, have you not, on—what is the title of your book, doctor?  
Dr. Wiley: I cannot remember it.  
Mr. Tucker: You cannot remember the title of your book?  
Dr. Wiley: No, sir.  
Mr. Tucker: Well, I will read the title to you—"Foods and Their Adulteration"; Wiley: Illustrated."  
Dr. Wiley: I think that is it; yes, sir.  
Mr. Tucker: You plead guilty of being the author of that?  
Dr. Wiley: Yes, sir.

Mr. Tucker: What is the physiological effect of caffeine?  
Dr. Wiley: Well, I am not an expert pharmacologist.  
Mr. Tucker: You do not know?  
Dr. Wiley: I have an idea, but not as an expert.

Mr. Tucker: Do I understand, then, that you disclaim any expert knowledge on the subject of the physiological effect of drugs?  
Dr. Wiley: I do. I am not a druggist.  
Mr. Tucker: You do not know, then, the physiological effect of drugs?

Dr. Wiley: Yes, I know some of them, because I am a physician. I would not qualify as an expert in drugs.  
Mr. Tucker: Oh, you are a physician?  
Dr. Wiley: I am trained as a physician; yes, sir.  
Mr. Tucker: Have you ever practiced as a physician?  
Dr. Wiley: I have never practiced, except in hospitals. I never had a private practice.  
Mr. Tucker: What has been the extent of your hospital experience?  
Dr. Wiley: I will not qualify as a practicing physician; I do not propose to.

Mr. Tucker: Doctor, you have told us that you do not know anything about, or know little about, the physiological effects of drugs.  
Dr. Wiley: I said I would not qualify as an expert.  
Mr. Tucker: Yes.  
Dr. Wiley: I know a good deal about it, but not as an expert.

Mr. Tucker: What is the chemical formula of acetanilid?  
Dr. Wiley: I do not remember the chemical formula. I am not a drug expert.

Mr. Tucker: What are the elementary constituents of acetanilid?  
Dr. Wiley: It consists of carbon, hydrogen, and oxygen.  
Mr. Tucker: Anything else?  
Dr. Wiley: Well, I could not say. I am not an expert in that line.  
Mr. Tucker: You are not an expert in that line?

Dr. Wiley: No, sir.  
Mr. Tucker: Are not some of these elements that you have just named also elements of food?

Dr. Wiley: Not to my knowledge.  
Mr. Tucker: None of them?  
Dr. Wiley: Not to my knowledge.  
Mr. Tucker: What is the chemical formula of starch in food?  
Dr. Wiley: Starch is composed of carbon, hydrogen, and oxygen.

Mr. Tucker: How long ago was it, doctor, that you studied medicine?

Dr. Wiley: It has been thirty years ago.  
Mr. Tucker: Thirty years ago you studied medicine?  
Dr. Wiley: I studied therapeutics; yes, sir.  
Mr. Tucker: How long did you practice?  
Dr. Wiley: I never practiced at all, except during my experience in a hospital as a student or as an assistant for a short time.  
Mr. Tucker: Then at least part of your knowledge of the physiological effect of caffeine is based upon what knowledge you obtained as a student in a hospital thirty years ago.  
Dr. Wiley: Yes, sir.

Mr. Tucker: Did you not say, doctor, that tannin is the chief, principal ingredient of coffee?  
Dr. Wiley: I did not say it was the chief; I said it was one of the principal constituents.

Mr. Tucker: Well, I only want to know why you make that statement, why it is; that is all.  
Dr. Wiley: Well, I could not say why tannin is the chief constituent of coffee. I did not create coffee.

Mr. Tucker: No, doctor; that was not the question. The question is why it is so valuable.

Dr. Wiley: Well, I think you must refer that to the Creator, too.

It is high time that Dr. Wiley should be taken at his real, rather than his face, value.

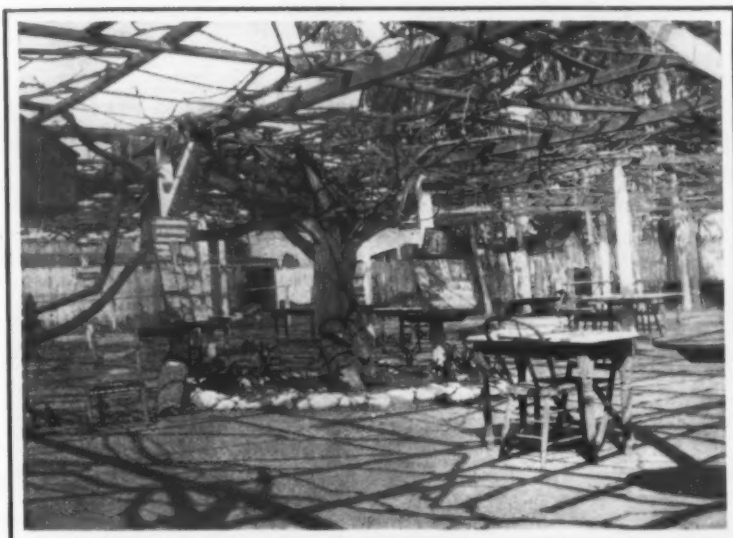
## Indian Wards of the State of Maine.

TWO TRIBES of Indians are the wards in perpetuity of the State of Maine. They are the Penobscots and the Passamaquoddys. The ancestors of these Indians fought on the side of the colonists in the Revolutionary War, and in recognition of their services the Massachusetts Legislature after the establishment of peace made a treaty with them, setting aside several townships for their use, and guaranteeing the support of themselves and their descendants forever. When Maine separated from Massachusetts the new State assumed the same obligation; but subsequently the Legislature authorized the sale of the Indian lands, and the money received was put into a fund for the support of the red men. This fund was recently reported to amount to \$73,828.48, but it is now said that the State actually owes the Indians \$16,909 more, or a total of upward of \$90,000. The last Legislature appropriated \$25,823.40 for the needs of the Penobscot Indians for two years. Both the Penobscots and the Passamaquoddys make a living as guides and hunters, and the women of the tribes are also expert in basket-making. The Penobscots live on a small island in the Penobscot River, within the limits of the city of Oldtown. The last census showed a population of 388, an increase of two over that of the year before. In colonial history they are sometimes referred to as Tarratines. They are all Roman Catholics, having remained constant in the faith to which their forefathers were converted by the Jesuit missionaries. The Passamaquoddys, numbering about 463 persons, are settled in the extreme eastern part of the State, near Calais. The tribe is slowly increasing in numbers.



# Amateur Photo Prize Contest

MASSACHUSETTS WINS THE FIRST PRIZE OF \$5, NEW YORK THE SECOND, AND KOREA THE THIRD.



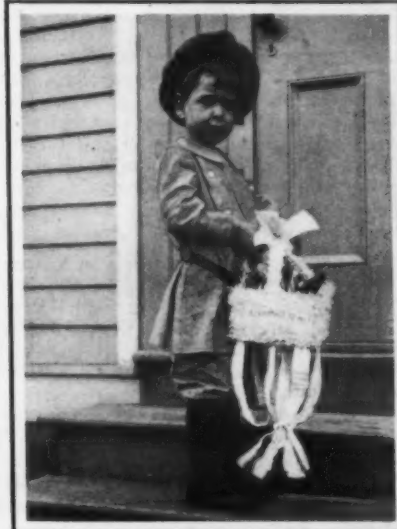
(SECOND PRIZE, \$3.) FAMOUS GRAPE VINE AT SAN GABRIEL, CAL., ONE HUNDRED AND FIFTY YEARS OLD, BEARING YEARLY TWO AND A HALF TONS OF GRAPES.—*Leta Peckham, New York.*



THE CIRCUS IN TOWN AND THE YOUNGSTERS DELIGHTED TO SEE IT.  
*Mrs. William Durrant, New Jersey.*



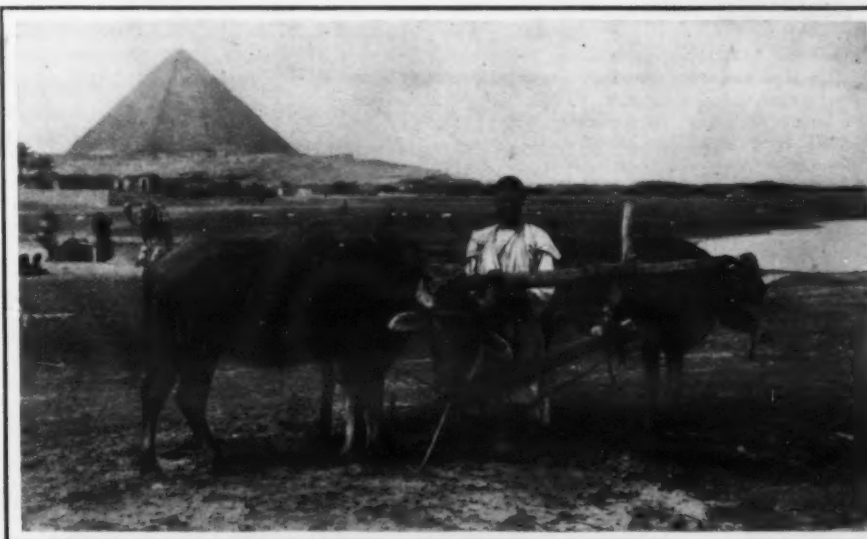
(FIRST PRIZE, \$5.) A PLEASING GROUP ON THE LAWN, ON A WARM SPRING DAY.  
*Mary H. Northend, Massachusetts.*



HANGING A MAY-BASKET AT THE DOOR OF HIS LOVED ONE.—*W. Durrant, Delaware.*



OPENING OF THE AGRICULTURAL SEASON—FARMER SCATTERING SEED ON HIS NEWLY-PLOWED LAND.—*R. R. Sallows, Canada.*



EGYPTIAN PEASANT PLOWMAN AND HIS PATIENT TEAM.  
*General George S. Batcheller, Egypt.*



(THIRD PRIZE, \$2.) NATIVE GOLD MINERS WHO WORK FOR AN AMERICAN COMPANY IN KOREA FOR TWENTY-FIVE CENTS A DAY.—*Wheeler Sammons, Korea.*



IN THE HEART OF SWITZERLAND—A LITTLE TOWN SURROUNDED BY GREAT MOUNTAINS.—*M. C. Durkee, Connecticut.*



# What Notable Men Are Saying

## THE BUSINESS MAN AND POLITICS.

By Secretary of the Treasury Cortelyou.

**T**HE BUSINESS MAN should realize that it is as much to his interest to participate actively in political primaries and conventions as it is to attend to his daily business affairs. We need all over this fair land to-day a revival of the spirit of the old town meeting, where there were general interchange of views, the discussion of public questions, the ascertainment of the needs of the community, and the shaping of plans to meet them. Notwithstanding the mistakes and the blunders, notwithstanding the evils of these later years, inseparable from a rapid development and an unbounded prosperity, wherein oftentimes the material has been exalted above the moral and the spiritual, the United States may well be proud of American business and American citizenship. The spirit that, long hidden in the great heart of man, struggled up through the colonial years, up through the revolutionary years, up through the dreadful years of civil strife, that is struggling up through these years of mighty social and economic adjustments, the spirit of the builders and defenders of the republic in every crisis—that spirit of the freeman is still with the American people, and will abide with them if they will realize and be true to the high privilege of American citizenship.

## LAWS SHOULD BE WISE AND TOLERANT.

By United States Senator Knox, of Pennsylvania.

**L**AWS ENACTED under the public authority in a spirit of wisdom and toleration, enforced impartially, promptly, and fearlessly, repealed when found unsuited to conditions or to be oppressive, will not only mark the American people as progressing in the art of self-government, but will reduce to a minimum any conflict between the people and the railroads, between whom there should be the peace that will enable the one to receive and the other to render a service that measures the production of this vast country.

## THE PEOPLE, NOT THE BOSSES, RULE!

By Governor Hughes, of New York.

**Y**OU MAY say all you please of the cunning of political manoeuvring and of the resources of chicanery. All schemes will prove as child's play if the people set out to deal with a real issue of popular government and the supremacy of the constitution of this State over race-track gamblers. It is well that there should be organization to advance party principles. It is well that it should be effective; vigorous and skillful leadership is required. But it is the duty of an elected officer to serve the people and not any particular man, and no party leader has a right to assume the role of dictator, or so to violate the manhood of elected officials as to parade them before the people as subject to his domination.

## PUBLIC OPINION STRONGER THAN LAW.

By Secretary of State Root.

**I**N THE VAST majority of cases men refrain from criminal conduct because they are unwilling to incur in the community in which they live the public condemnation and obloquy which would follow a repudiation of the standard of conduct prescribed by that community for its members. Where it happens that the law and public opinion point different ways, the latter is invariably the stronger. The force of law is in the public opinion which prescribes it. Social esteem and standing, power and high place in the professions, in public office, in all associated enterprise, depend upon conformity to the standard of conduct in the community. Loss of these is the most terrible penalty society can inflict. The rules of international law are enforced by the same kind of sanction, less certain and peremptory, but continually increasing in effectiveness of control.



GEORGE B. CORTELYOU,  
Secretary of the Treasury.—Copyright Clinedinst, Washington.

"A decent respect to the opinions of mankind" did not begin or end among nations with the American Declaration of Independence; but it is interesting that the first public national act in the New World should be an appeal to that universal international public opinion, the power and effectiveness of which the New World has done so much to promote.

## THE EMPLOYER HAS HIS RIGHTS.

By John Wesley Hill, Pastor Metropolitan Temple, New York City.

**T**HE EMPLOYER has a right to what he has honestly earned. Deny that and you have shattered the corner-stone of our civilization. The proposition to abolish private property and make the State the general proprietor is false to every principle of equity and justice. The employer also has a right to decline the services of all intractable men. I believe in the rights of free speech, but I deprecate the inflammatory ebullitions of professional agitators whose only claim to being workingmen is based upon their ability to work the workingmen, men who make a revenue out of trouble and who fatten on calamity. I warn you against these disturbers of the public peace, these enemies of honest labor.

## THE MINISTER AND THE BANKER.

By the Rev. William E. Barton, of the Oak Park (Ill.) Congregational Church.

**J**UDGED by commercial standards, these two men have little enough in common. They appear in different columns, if at all, in the lists of Dun and Bradstreet. And it would be idle to deny that the contrast goes further. Yet each is, in a way, a priest. For has not every one noticed that solemnity, that sense of awe and mystery, with which men enter a bank? It is as if they said, "We are standing in the outer court of the temple of the great god, money. Behind this curtain of iron bars and plate glass and mahogany are those who receive our offerings, and lay them on his altar, and who deign to intercede with him for measured blessing in answer to our prayers and collateral." Bankers and ministers have very much in common. They stand apart from all other professions as representing public confidence. If a bank fails it shakes public confidence more than if a dry-goods firm assigns, the amount of liabilities being equal. If a minister goes wrong it shakes public confidence as the fall of a lawyer or doctor does not. In the world of commerce the banker represents what the minister stands for in the realm of ethics. Each is the exponent of an ideal; and each either exalts or degrades that ideal. The banker who has held other men to strict account in the matter of their financial obligations, the minister who proclaims honesty and virtue and spirituality, have need to tremble lest, having preached to others, they themselves should become castaways.

## Morning.

**D**AY is dawning. Slim and wide,  
Through the mists that blind it,  
Trembles up the rippling tide,  
With the sea behind it.  
Like a warrior angel sped  
On a nightly mission,  
Light and life about him shed,  
A transcendent vision.  
Mailed in gold and fire he stands,  
And with splendors shaken,  
Bids the sleeping seas and lands  
Quickened and awoken.  
Day is on us. Dreams are dumb.  
Thought has light for neighbor  
Room! The rival giants come—  
Lo, the Sun and Labor!

F. KRUMH.

## SHAKING HANDS WITH CHINA.

By the Chinese minister at Washington, Wu Ting-Fang.

**I**T IS MY fond hope that the United States will get a large share of China's trade, but in order that this hope be realized, the present friendly relations between the two nations must be maintained, which I have no doubt will be, and all causes of friction be removed. You produce and manufacture the best of goods, and with your inventive genius and machinery facilities you are able to offer your goods on the market at low prices. But you know that it is human nature for a nation to trade with the most friendly country. China does not want unreasonable advantages and privileges. We want only fair and equal treatment, and I feel sure that your nation, so scrupulously conscientious, will not grudge us that. May China and the United States continue the best of friends, and may the development of the trade of China with the United States, which I hope will increase every year, bring the two nations still more closely together.



WU TING-FANG,  
Chinese minister to the United States.—Parker.

## THE ABOLITION OF WAR IN SIGHT.

By Andrew Carnegie.

**T**HE GREAT strides which have been made since our soldier-statesman, General Grant, passed away, by the doctrine of peaceful settlement of international disputes by arbitration, are full of promise for the early abolition of war. Arbitration treaties between us and seven or eight leading powers are now almost ready. One has passed the Senate unanimously and is now law; another is ready for submission; others are promptly to follow. We may congratulate ourselves that it is upon our own continent peaceful settlement has won its greatest triumphs; but we must never fail, in season and out of season, to keep before the people the truth that, compared with men killing men, there is no evil, no savagery, to be compared. It is the great crime of crimes.

## WHY WE MUST HAVE COMBINATIONS.

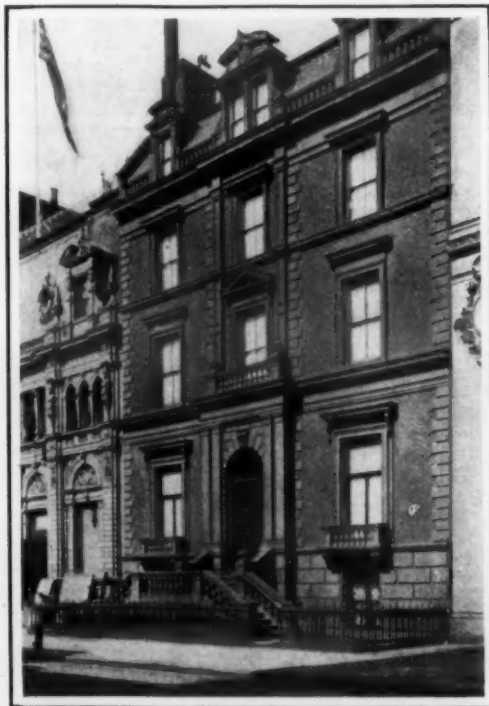
By Seth Low, ex-Mayor of New York City.

**C**OMMON carriers, business corporations and business men, labor organizations and labor men, have all had it brought home to them, one after another, that under the terms of the Sherman anti-trust law a large part of the business done in the United States at the present time is being done contrary to law. Co-operative associations and other associations of farmers are subject to the same statute. Common carriers should be permitted to combine and to make traffic agreements in proper cases and under suitable governmental supervision; for combination and traffic agreements often mean more effective service of the public. What is wanted is effective public supervision and not an absolute prohibition of the very thing that may secure the best public service. Regulation, not prohibition, should be our watchword in all such matters. The trade agreement, which determines for a fixed period, by mutual agreement of employer and of employé, the rate of wages to be paid

and the conditions of employment, offers the most hopeful method which has yet been discovered to promote and to make permanent industrial peace under modern industrial conditions; and to classify such agreements as though they were contracts in restraint of trade would be a public calamity. The attempt of cotton growers to protect themselves by combination against the combinations that deal in their products is just as certainly unlawful under the Sherman act as the business combinations of which they complain; but even a law of the United States, powerful as this country is, cannot set aside the universal law that leads men in these days to combine, and that leads men to do so precisely in proportion as they are intelligent and free.



SINCLAIR HOUSE, A FAMOUS OLD-TIME HOTEL ON BROADWAY, AT WHICH MANY DISTINGUISHED PERSONS HAVE BEEN GUESTS.—H. D. Blauvelt.



SCHERMERHORN MANSION ON WEST TWENTY-THIRD STREET, FORMER HOME OF A PROMINENT FAMILY.—Burt Phillips.

NOTED BUILDINGS IN NEW YORK THAT ARE TO BE DEMOLISHED.



## Circus Life When the Show Is on the Road

CIRCUS life is never more interesting than when the show is on the road, and circus folk are never happier than when looking forward to the one-night stands, around which they claim there is a glamour and excitement that creates an atmosphere of its own and adds zest to their work. There is a wonderful fascination about the life for those employed in the circus, as well as for those who see only its romantic side; and in comparison with the old days, when the flights from town to town were made by horse power instead of rail, there are no hardships. Performers and employes are provided with comfortable sleeping accommodations in well-equipped Pullman cars, and those containing performers are side-tracked and their occupants allowed to rest undisturbed when the caravan reaches its destination and the animals and tents are being unloaded and transported to the circus grounds.

The system under which the employes of a circus work is as nearly perfect as it can be made. Each man has his especial duty—one hoists poles, another unfurls canvas, and so on, each one becoming so familiar with his work that he could accomplish it with his eyes shut if necessity arose; and in an incredibly short time, from what looks to the outsider as hopeless chaos and confusion, a tented city rises like magic. With the arrival of the tent and stake wagon, the boss canvas man walks over the site selected, with tape-measure in hand, and at intervals indicates the places for the supporting iron tent poles to be driven. Each pole is marked with a little colored flag fluttering on the top, and these flags are the distinguishing marks for the canvas men who follow with the tents. There are ten or twelve of them when all is done. One long tent, straw-carpeted and canvas-stalled, holds the several hundred splendid horses belonging to the circus. A smaller tent holds the performing horses. The animals in cages and the giraffes and camels and elephants have a tent to themselves; then there are the dressing-rooms, the dining-tent, tents for the blacksmith, the harness-maker, the wardrobe matron, the circus barber, and for those of many other callings necessary to the little traveling circus world, all of which must be protected from the sun or rain.

Thirty-nine minutes after the cook wagon reaches the grounds the kitchen has been set up, the dining-room is not only made ready, but also tables are set and the doors are thrown open to the fifteen hundred employes. "If it takes longer than forty minutes to set up the dining-tent and serve breakfast or dinner, there is trouble in store for some one," said Mr.

Charles Henry, the chief commissary of the circus; "but we pride ourselves on having everything ship-shape in thirty-nine." The first thing done is to set up the ranges and start the coffee caldrons to boiling. The fresh meat and bread that have been contracted for in advance are delivered on the spot, the butcher falls to work, and in less time than it takes to tell it the odor of frying bacon and the aroma of coffee are floating out on the morning air to encourage the tent workers.

The general arrangement of the tables in the dining department is like that in a ship. A number of long tables stretch the entire length of the tent, and one table at the end is set crosswise. This latter is for the manager of the show and his business staff. The freaks occupy a table by themselves, members of families and troupes are seated together, and efforts are made to make it as pleasant as possible for all concerned. It is seldom that the entire force of employes sit down to the tables at the same time. The dining-tent is open two hours and a half for each meal, and the performers straggle along as they choose. Divided from the officers and performers' mess tent is that of the one thousand tent hands or roustabouts, as they are generally called. The food served to both tents is the same, and consists of good, wholesome fare—roast beef, baked potatoes, vegetables, salads, and desserts, with a change of menu every day; and the food cooked in the open air is peculiarly delicious and appetizing.

Now and then the domestic instinct of some of the circus women will assert itself, and permission will be asked of the chef to bake a cake—a request that is often granted—and not infrequently home-made dishes will appear on the tables. Another bit of domesticity that manifests itself when the circus is on the road is that of the women who wish to do some of their own laundry work. As no provision is made for this purpose, a method is resorted to that introduces an almost foreign atmosphere into the little Yankee or Southern towns where the circus may be playing. Some of the workmen are induced to dig a round hole, of about four or five feet in circumference and several feet deep, and to fill it with fresh water. After the water has settled, the women bring out their toy washboards, kneel down on the ground, and wash their clothes in the same way as the French and Italian women wash their clothes in the running streams in their native countries.

"It is a peculiar thing," remarked one of the managers of Barnum and Bailey's, "that none of the domestic scenes among the women attracts the slight-

est notice from the hundreds of circus men, performers, and employes, who are necessarily within close distance. It may be that they take it all as a matter of course, or it may be some innate refinement in their natures, however rough many of them may appear. At any rate, it is always the outsiders who come and peer curiously and impudently at the work that is going on."

The circus at all times is attended by amusing features, many of which are furnished by the people who come to see and not those already with the show. The man who wants to test the power of the human eye on savage beasts is legion, and he affords no end of amusement for the attendants, who are always on the lookout for him. Often he may be detected standing before the cage of a lion, gazing intently straight into the eyes of the dignified old beast, who gazes back with indifference and finally shifts his eyes, not because he feels any mystic influence, but because something else has attracted his attention. A story is told of a man who tried the hypnotic trick on an ostrich. At first the bird crouched down and fluttered his wings nervously, but made no other manifestation for some time. A few hours later the body of the man was found, with the huge bird alternately stamping and sitting on it. Another is told of a man who tried to outgaze a leopard, with the result that the animal made a fierce charge against the bars of his cage and at the man, and the two created a disturbance that brought the attendants hurrying to investigate the trouble.

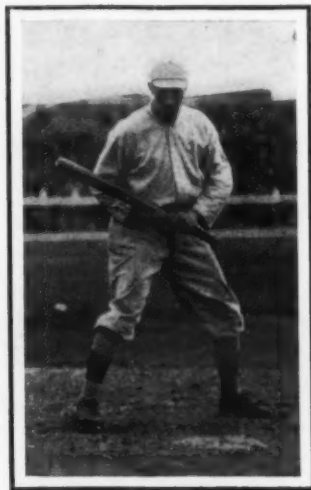
A tent that never fails to attract the attention and the money of country folk—and city folk, too, for that matter—is the one where the freaks hold forth. All day long the crowds will surge through the door and stand in rapt attention before the giant, the midgets, the dog-faced man, the bearded lady, and others. The interest, which is wholly that of curiosity, has a peculiar effect upon the various queer specimens of humanity, and gradually they assume a dignity and acquire a vanity that is almost incredible. Instead of considering themselves as unfortunates, they take a seeming pride in their distinguishing traits, and they grow furiously jealous of rivals in the same misfortune. Little Weeny Wee, the African midget recently seen at Madison Square Garden, New York, has a disposition like a prima donna, and her vanity and petulance far exceed her small stature, which is only eighteen inches. She regards the little man midget in the same show as a mortal enemy, and refuses either to speak to or to look at him.

H. Q.

## Professional and Amateur Heroes of the Diamond



"TAD" JONES, CAPTAIN YALE.  
Phillips.



DEVLIN, THIRD BASE NEW YORK  
NATIONALS.—Phillips.



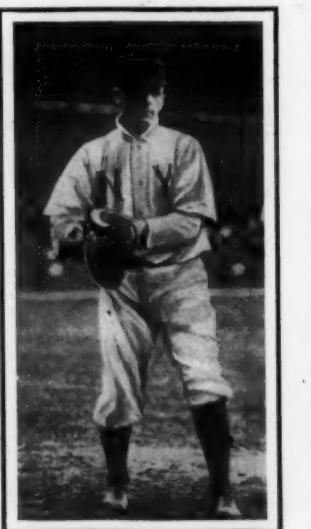
TENNEY, NEW YORK NATIONALS, PUT OUT SLIDING TO THIRD BY  
GRANT, PHILADELPHIA NATIONALS.—Phillips.



MAHONEY, PITCHER FORDHAM.  
Phillips.



"JIM" MCGUIRE, MANAGER BOS-  
TON AMERICANS.  
Phillips.



BLAIR, CATCHER NEW YORK  
AMERICANS.  
Phillips.



FASKERT, CENTRE FIELD  
CINCINNATI.  
Ryder.



CHESBRO, PITCHER NEW YORK  
AMERICANS.  
Phillips.



UNGLAUB, FIRST BASE BOSTON  
AMERICANS.  
Phillips.



# Curious Tent Scenes When the Circus Is on the Road



WAITING FOR THE "ARENA SPEC," OR GRAND PROMENADE, TO OPEN THE AFTERNOON PERFORMANCE.



BABY MADISON MAKING FRIENDS WITH FAIR PERFORMERS OF THE SHOW.



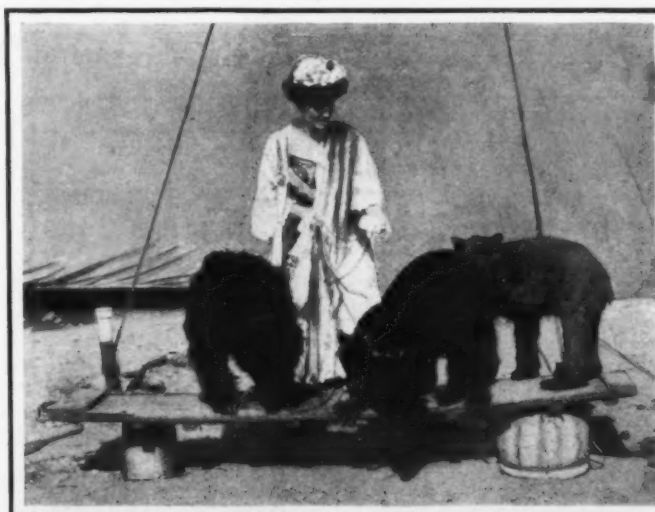
PETROFF AND HIS WONDERFUL TRAINED PIG FROM ITALY.



PERFECT PEACE REIGNS IN THE TENT ASSIGNED TO THE CAMELS.



CIRCUS-GOERS WAITING FOR THE GATES TO OPEN.



JULIA SHIPP DRIVING THE PET BEARS TRAINED BY PROFESSOR WORMWOOD.



TENT KITCHEN WHERE FOOD IS COOKED FOR FIFTEEN HUNDRED MEMBERS OF THE CIRCUS.



A CORNER OF THE CIRCUS DINING-ROOM SHOWING WEENY WEE AND HER FRIENDS, THE GIANT, THE LONG-HAIRED WOMAN, THE EAST INDIANS, AND THE AMERICAN INDIAN.



# Educating the Little Ones in New York's Kindergartens



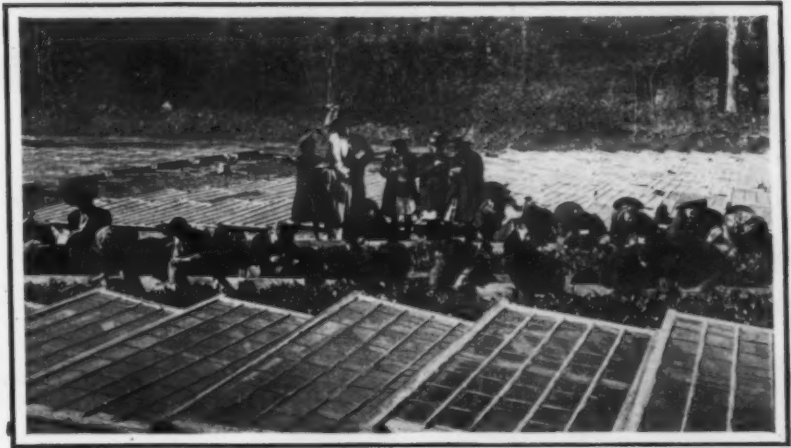
BUILDING CLOCKS OUT OF BLOCKS.



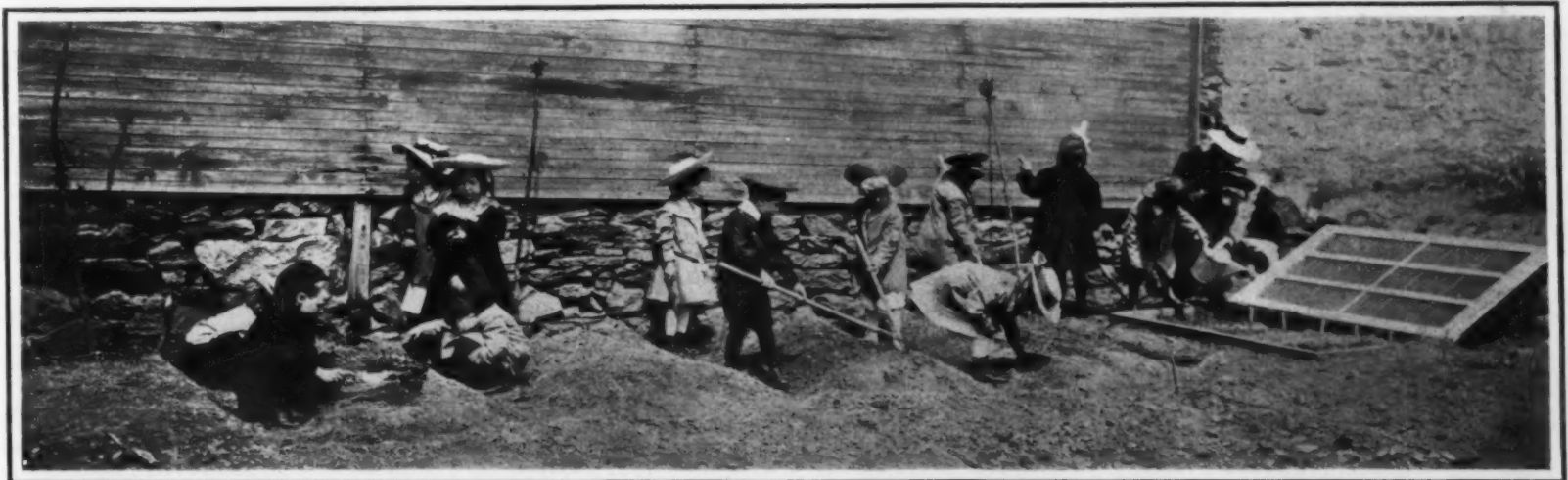
STUDYING NATURE IN THE PARK.



A CHILD'S DESIGN FOR A MODEL FARM.



YOUTHFUL FLORISTS INSPECTING A FLOWER GARDEN.



TAKING THE FIRST STEP IN GARDENING.



MAKING TALLOW CANDLES AND LEARNING TO USE THE SCALES.



AMUSING THEMSELVES WITH THEIR TOYS.

Photographs by Lewis W. Hine.



# Toils and Trials of the Theatrical Press Agent

By Harriet Quimby

**M**AKING theatrical stars and furnishing twinkles for the lesser lights is an industry that flourishes the year around in New York. "Newspaper beauties" and "newspaper actresses," applied to aspirants both homely and talentless, are terms frequently heard from persons who are familiar with the press agent's game, which creates beauty where there is none and which makes talent to order. Facile pens, unbounded sense of humor, and a combination of tact and ingenuity are responsible for suggestions so powerful that their psychic influence, spread by means of magazines and newspapers, gradually brings about the public acclaim of an actress who would otherwise waste her sweetness on the desert air. The actress who is in a position to afford it hires a writer who devotes his entire attention to keeping his star in the public eye. Among the well-known actresses in America, fully one-half came into prominence through clever "press-agenting." The duties of a general press agent are manifold. He must not only keep the plays under his charge before the public, but he must also think up original stories that are newsy enough to attract disinterested editors, and at the same time bring into notice a member of one of the companies under his management, make her name familiar, and create a desire in the theatre-going public to see her.

One of the busiest centres of newspaper spot-light manipulation in New York is situated on the second floor of the Lyric Theatre, where Henry Edward Warner, the general press representative of the fifty or more Shubert attractions, holds daily levees. There is no whirring machinery, no commotion of any kind, except the tick-tick of typewriting machines and the almost incessant tinkle of the telephone, and the footsteps of a steady stream of visitors entering and exiting from the door which leads to the inner sanctum. Bent on spending a morning with the pen-and-ink manufacturers of beauty and talent, I arrived early on the scene, but already the business of the day was in full swing. In the rear of the room a wall of shelves held hundreds of photographs of players, and to the left of the wall a file of newspapers and magazines suggested a reading-room. A boy was busy pasting clippings into a book. In another part of the room a blackboard bore the inscription, "Daily Thoughts," and the following wisdom: "No man can attend to every one's business without neglecting his own." A dramatic editor was talking confidentially with Mr. Warner, and Morris Jones, assistant-in-chief, was helping a fashion editor select photographs of some of the Shubert stars whose gowns might inspire interest in the minds of the paper's readers. A messenger with a note, and possibly a request for tickets, was waiting for attention. The kaleidoscopic machinery of the "star factory" was in motion, and the procession of events followed each other in rapid succession, rebuking me with the fact that in a frivolous mood I had once accused press agents in general, and Mr. Warner in particular, of leading a blithesome and leisurely existence. My presence had been especially invited to observe and to remember the defense made on that occasion, which was corroborated by actual happenings following each other.

"Mr. Warner at the 'phone:" "Yes, here at the 'phone. Yes, two, for 'Girls,' to-night. All right. In the box office. Yes. No, not at all. Good-bye." Then to his secretary: "Make out two, credit to the World." "Now for this work," beginning to dictate,

"Sam Bernard will—" Ting a ling, ting a ling—"Hello, hello—yes, here at the 'phone. Who is this? Yes, all right. Pretty crowded—do best we can. Glad to oblige. Yes. Good-bye." "Make out two for Lew Fields and credit to *Herald*, please; and where was I in that dictation? Oh, yes. Sam Ber-



BUSY OFFICES OF THE GENERAL PRESS REPRESENTATIVE OF THE SHUBERTS.

nard will on—" Ting a ling, ting a ling—and while Mr. Warner was answering the 'phone, Mr. Jones was receiving a representative of an evening paper and a woman from a Sunday supplement, and found time to welcome John Mason, who had dropped in to keep an appointment that had been made for him with a magazine writer. Ten minutes spent in getting out photographs, chatting, and general buzz of voices, then a momentary lull, with only the telephone ringing occasionally and Mr. Mason and his interlocutor in the corner of the room.

"Now," said Mr. Warner, "let's get at that stuff again—Sam Bernard will on Wednesday evening—" "Mr. Warner at the 'phone," called the boy—and a long talk followed, with a hurry call for a messenger. There was left a moment for dictation and a paragraph was finished before anything else happened. Then a delegation of the "Greeters," a hotel-clerks' organization, called to extend an invitation to a meeting and to make a speech. The invitation was accepted and adieu said, when a representative of the Associated Press called and issued an invitation to a dinner at the Waldorf, and incidentally suggested that some plan be made whereby the seven hundred visiting editors and publishers attending the convention being held at the time receive the courtesy of the Shuberts and attend the various theatres under their management. Ten minutes spent trying to arrange a special matinee by telephone resulted in failure, and the matter was shelved, to be taken up later. An organization of magazine publishers, called "The Vagabonds," sent an invitation requesting Mr. Warner to attend a luncheon and to make a speech. The invitation was accepted, and then attention was turned once more to the important telephone, and arrangements were made for a baseball night at the Casino, which reminded the busy chief that the press matter concerning the baseball night had not been sent out to the papers, and he turned once more to dictation.

In a few minutes a splendid relief in the guise of Amy Ricard, in swagger spring suit and a Parisian hat, floated in. After a little merry chatter she re-

quested a long and confidential talk with Mr. Warner—a request that was granted, because that amiable person had accepted for Miss Ricard an invitation to speak on the suffrage question at a public meeting in Madison Square. She was perfectly agreeable to speaking, but she had no speech. The matter, however, was quickly remedied, and she went out happy; and in rustled breezy Ruth Maycliffe, the little Texas girl who is playing in Clyde Fitch's play, "Girls." She had with her a dramatic editor from out of town, and, after a great deal of irresponsible chatter and laughter which put everybody into a good humor, they were off.

Enter next a man appearing like a detective, and subsequently proving to be one, who requested a private audience, which took a half-hour of valuable time. His mission was to report on a case of law-breaking to gain free seats to the theatres. The methods employed by the law-breaker had been most original, and it had caused no end of trouble to get at the author of the fraud. A woman, who has since become known to police circles, wrote to the various press agents for tickets and signed to her requests the names of well-known actors and actresses. She had taken the precaution to leave forwarding orders in the post-office for the persons whose names she used. When she received their mail she extracted

from it the envelopes containing tickets and returned the rest, at the same time canceling the forwarding orders, thus permitting the mail to reach its proper destination. The tickets were sold.

This matter disposed of, the regular business of the day continued. A messenger ran in with a wire to rush matter for the "Blue Moon," and, regardless of visitors, Mr. Warner was obliged to turn his attention to dictation for a few minutes while he thought up enough matter to cover the Sunday papers, and the same was dispatched by special delivery. Photographers with proofs to select from, messengers with requests for tickets, and various writers and visitors of every possible mission came in. And so the press agent's toils and trials continue for six days out of seven.

*Harriet Quimby*

## Is the North Pole Dodging Explorers?

**T**HE ENDEAVOR to find the north pole has long been considered by many persons to be utterly useless. This idea is now confirmed by Captain Ejnar Mikkelsen, the Arctic explorer, who lately returned from an unsuccessful expedition in search of a great continent which he believes exists in the Beaufort Sea, the most northerly body of water on the earth. He speaks of the quest for the pole as illusive, and it is pertinent to note that an English scientist, Moses B. Cotworth, who has recently been in northern Alaska, is of the opinion that the north pole is shifting. This is due, he claims, to the fact that there have been great accumulations of ice along the Canadian shore of the Arctic Ocean and in Baffin's Land and Greenland. The upper part of Greenland is cloaked with ice ten thousand feet thick. The ice is constantly increasing in quantity. The inconceivable weight of these ice accumulations, says Mr. Cotworth, influences the rotation of the earth and pushes the crust of the earth, together with the north pole and the Arctic Circle, toward Siberia.



Ye agent sat up half the night,  
Dictating tales with all his might.  
He searched his mind both near and far  
To boost his proud, ambitious star.



Next morn he scanned his papers o'er—  
He turned this page and then some more.  
Still eager scanned, with sinking heart,  
Nor found one line in any part.



Then cursed his luck, bewailed his fate,  
Profanely moaned his busted state;  
And now the midnight oil he spills  
To reconcile his tailor bills.



# Popular Entertainers at New York's Leading Theatres



AMY RICARD APPEARING IN "GIRLS," CLYDE FITCH'S ROLICKING NEW PLAY, AT DALY'S.



81. MARGARET DALE AND WILLIAM H. CRANE IN "FATHER AND THE BOYS." Caricatures by E. A. Goewey.



CYRIL SCOTT IN "THE ROYAL MOUNTED," A PLEASING ROMANTIC DRAMA, AT THE GARRICK.—White.



ESTELLE WENTWORTH AND JACK GARDNER IN "THE YANKEE PRINCE," GEORGE COHAN'S RATTLING NEW PLAY, AT THE KNICKERBOCKER.—Hall.



MABEL BARRISON IN "THE FLOWER OF THE RANCH," THE MUSICAL COMEDY, AT THE MAJESTIC.—E. Chickering.



FRANK KEENAN AND CHARLOTTE WALKER IN BELASCO'S WAR DRAMA, "THE WARRENS OF VIRGINIA," AT THE STUYVESANT.—Byron.



OZA WALDROP, INGENUITY WITH "PAID IN FULL," THE GREAT HIT, AT THE ASTOR.



THE FINISH OF THE DUEL IN THE FIRST ACT OF "THE LUCK OF MACGREGOR," RECENTLY AT THE GARDEN THEATRE. White.



EDITH TALIAFERRO, SISTER AND CLEVER UNDERSTUDY OF MABEL TALIAFERRO, IN "POLLY OF THE CIRCUS," AT THE LIBERTY.—Davis & Sanford.



SHERIDAN BLOCK, THOMAS FINDLEY, IDA CONQUEST, GEORGE PROBERT, WILLIAM COURTENY, AND WALTER HALE IN "THE WOLF," EUGENE WALTER'S NEW PLAY, AT THE LYRIC.



HENRY E. DIXEY, MARIE NORDSTROM, AND JAMES STOTTWOOD IN "PAPA LE BONNARD," THE POPULAR FRENCH COMEDY DRAMA, AT THE BIJOU THEATRE.—White.



# The Railroad Side of "the Greatest Problem in the World"—No. 2

WHAT THE RAILROADS HAVE DONE FOR THE COUNTRY IN THE EAST AND SOUTH

By Gilson Willets, Special Correspondent for Leslie's Weekly

ARE WE attacking the railroads with an arrow? Or is our weapon of attack a boomerang? This

agitation against the railroads—is it justified? No end of railroad men high up answered this question for me on my trip around the Union. They stated the case for the railroads, of course; but surely the railroads are entitled to a hearing. They said, "The railroads were never more honestly administered and never more abused than now; never in better condition and never more criticised." Railroad men assert that the press, in its present hostility to the railroads, is falling in line with an anti-corporation sentiment which has been created by political leaders who are bidding for votes by attacking large vested interests indiscriminately.

The object of the present paper is to show what the railroads have done and are doing specifically for the country in the East and South. The paper that follows this one will tell what the railroads are doing and have done for the West. By knowing what the railroads do for us, we may discover that our weapon of attack is a boomerang—not a mere arrow from a quiver of prejudice and misinformation—and that in the end our weapon will return, if it has not already done so, to knock us out of our own good jobs.

The first trunk line in the country was the Erie Railroad. Therefore the Erie was the first to begin the work of hastening the development of the middle Atlantic and middle West States. It was the Erie that first connected the ocean with the Great Lakes. From the very day that the Erie's trains first appeared, unheard-of thrift came to the people in its territory. The road now has a mileage of 2,500 miles and annual earnings of about \$40,000,000. If the road earns \$40,000,000, what must be the earnings of the people who contribute the traffic from which that revenue is drawn?

Twenty thousand miles of Vanderbilt lines have done something for forty million persons. That is, the Vanderbilt lines have done something for one-half of the population of the country, the most active half commercially. Wherever the Vanderbilts have taken over a seeming "dead one" in the way of a railroad, there has come new prosperity not only to the road involved, but to the people living in its territory. They took the Nickel Plate and the Lake Erie and Western—and how quickly all the towns on those lines felt the impetus to trade and wages given by the injection of Vanderbilt blood! The New York Central lines tap the four corners of the East. And all souls within their territory know that the Vanderbilts

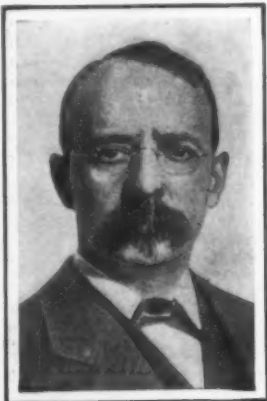


FREDERICK D. UNDERWOOD,  
President of the Erie  
Railroad.

are doing something to promote the people's interests all the time; for we can't get away from the fact that the railroad that hustles most to promote its own interests does most to promote the people's welfare. One railroad official said to me, "The New York Central, by advertising itself, brings a hundred million dollars to Broadway every year."

The New York, New Haven and Hartford has set the railroads of the country this example. The New Haven was the first and is still the foremost in eliminating grade crossings. On the seventy-five miles between New York and New Haven it would be difficult to find a single level crossing on this road. You'll see more under- and over-bridges on that short stretch of road than you'll see on a thousand miles of Western road. This wholesale elimination of grade crossings has facilitated commerce and increased the value of real-estate holdings in the New Haven's territory to the extent of many millions of dollars.

And what of the Pennsylvania lines? The Pennsylvania Railroad embraces the industrial heart of America. The life of the industrial centres of the country is, in a sense, the life of the railroad named. The least suspension of activity on the part of the



E. H. HARRIMAN,  
President of the Southern Pacific  
Railroad.

Pennsylvania is felt immediately by all the men employed in all the industries in Pennsylvania Railroad territory. The Pennsylvania Railroad was built originally for the future good of the State whose name it bears. That the road made good is evidenced in the fact that, by thus giving the industries of the State a chance to develop, the Pennsylvania made the Keystone State the second greatest State in the Union. It was the Pennsylvania Railroad that first found a market for Pennsylvania manufactures on the other side of the Alleghenies and along the Mississippi and in the Great Lakes region. The Pennsylvania was the first to use steel rails; first to adopt Bessemer steel; first to install the air-brake, the track-tank, and the signal block system. To-day the road pays over \$70,000,000 in wages, and in its existence of sixty years has paid about \$200,000,000 in dividends.

When the agitation against railroads began, the Pennsylvania had begun putting millions into circulation in wages and in purchase of material. The plans included \$100,000,000 for a New York terminal, \$67,000,000 for improvements to Pittsburgh, \$50,000,000 for 1,100 new locomotives, \$35,000,000 for steel cars. It began spending these vast sums, aggregating \$250,000,000, in anticipation of the necessities of the future. But agitation against railroads has caused the suspension of some of these contemplated improvements, and thousands upon thousands of men who would have been in receipt of wages to-day as the result of the Pennsylvania's activity are now numbered among the unemployed.

The Pennsylvania was the first to show that it understood that public approval is a far shorter and much more certain road to success than bribery. When the company wanted the right of way for its new terminal in New York, aldermen wanted a "hand-out" for privileges. "Not a dollar," replied the Pennsylvania. "This thing goes through on its merits or not at all." It was the Pennsylvania that first stopped rebates. "Way back in 1900 the Pennsylvania gave notice that no more rebates would be paid, and that all shippers, great and small, would be placed upon a basis of perfect equality. This road carried 130,000,000 passengers last year. With how many of those passengers did it fail to keep faith?"

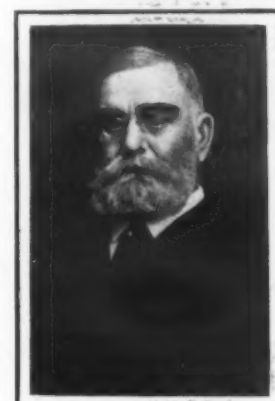
So much for a very brief suggestion of what the railroads mean to a man holding a job in the East. Now for what the railroads mean to the man who must earn his livelihood in the South.

The Southern railways, more than brotherhood, knitted the North and the South together after the war. The railways gave prosperity to the South by encouraging immigration and bringing in people to help do the upbuilding. Memphis twenty years ago had a population of 64,000. To-day it has 102,000. The railways did it. A few years ago hundreds of places in Louisiana, like Crowley, for example, were only prairie land. The Southern Pacific built a station at Crowley, and to-day that place boasts 7,000 persons. Other railroads did the same thing for a hundred other thriving places in the Southern States. The Southern Railway went into the waste places of the South and caused towns to spring up. The Seaboard Air Line went into a country of blasted hopes, and built up new industries and with them new courage. To a region of penury the Atlantic Coast Line brought plenty—by putting cash into circulation where no cash had been before. The Southern Railway gave the exact service necessary for the healthy development of the States through which it runs. It not only created new industries, but itself became the chief customer for the products of the new mills.

The South needed \$200,000,000 for further immediate development. The Southern railways were securing that vast investment of Northern capital along their lines—when the unreasoning agitation against all railroads set in and, temporarily at least, halted the Southward movement of money. One hundred and six new railway enterprises were under way in the South when the politicians began using the Southern railways as footballs. Those new roads were to be for the development of timber and mining regions and to handle "long hauls" in Texas and Oklahoma. The promoters of the enterprises have, for the moment, been frightened away. They will get back on the job as soon as a certain brand of politician is relegated to oblivion.

It was the principal roads of the South—namely, the Southern Railway, the Seaboard Air Line, and the Atlantic Coast Line—that set to work in a practical way to encourage the growth of building associations in the South, that helped develop the savings-bank idea, that gave practical aid in the construction of better homes for workingmen, that led the work of beautifying towns and cities, that showed the way to municipal advancement in sanitation. These three great railroads, in fact, brought to the South new energy, new vim, new wealth. The story of the New South is the story of the Southern railroads. It was the railroads built by Flagler and the late Mr. Plant that made Florida a health resort for the whole nation. The building of roads by those two men on the Florida east and west coasts was not with the primal intention of making money, but of helping the poor in

health; for each was led to the work of developing Florida for the sick because each first took a sick wife to that State and found that her health improved. Both Plant and Flagler built their railroads with, as it were, their own hands. And the sick of the nation benefited, while to pleasure-seekers was opened a vast and beautiful new playground.



JAMES MCCREAR,  
President of the Pennsylvania  
Railroad.

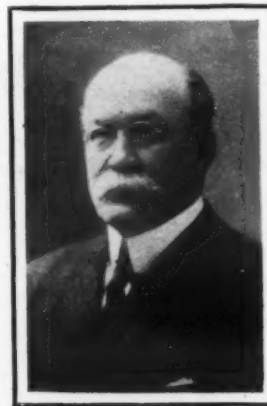
In Texas the Southern Pacific put its industrial department to work to find a way of getting water on the semi-arid land. The railroad men dug artesian wells, found water gushing like so many geysers, and thus was settled the problem of irrigation. The result was that five years later the Southern Pacific had 600,000 new settlers along its line in Texas, where no man had lived before. And those settlers have no kick coming to-day with the Southern Pacific. When the flood struck Galveston the Southern Pacific was building its great docks there. Before the city got its 10,000 dead into the ground, the Southern Pacific issued orders to resume the seemingly impossible task of building the docks. The hundreds of thousands of dollars thus put into circulation staved off much local distress, while the bold move on the part of the Southern Pacific did much to encourage the disheartened citizens. Altogether the railroad put \$3,000,000 into circulation in wages while building the docks.

The railroads have been one of the most important factors in the good-roads movement throughout the country. The Illinois Central, for instance, sends out a special train carrying road-making machines and road-makers, and makes a piece of road as an object-lesson; meantime the men in charge of the train explain to all concerned the value of building better roads in their townships. The Southern Railway, too, sends out a special train of twelve cars, carrying all modern road-making machinery, making stops at all important places to show people how to build good wagon roads, thus encouraging the growth and development of its contributory territory, while helping its people in the most practical way.

All this, then, is but a slight suggestion of what the railroads have done, and are doing, for the country.

Attacking the goose that lays the golden egg are a hostile press and some wild-eyed politicians. Their unreasoning antagonism has had these four results: First, the undermining of confidence in large corporate interests; second, the suspension of improvements on nearly all railways; third, general business depression from which the whole country has suffered; fourth, you and I have had our salaries reduced, and we know a fellow or two who has lost his job.

To attack the railroads unjustly is to cause a mighty quiet spell along the rails; and your job and mine are fearfully and wonderfully sensitive to the slightest cessation of railroad activity, as I've tried to show here in suggesting what the railroads do for us. Wonder if we hadn't better make sure our attacking weapon is an arrow and not a boomerang?



W. W. FINLEY,  
President of the Southern  
Railway.

*Gilson Willets*

NOTE: Next article will tell "How Trade Follows the Railroads in the West."

## Americans Go into Business in England.

A NEW patent act in England has caused a large number of foreign firms to establish factories in that country. This law has something of the effect of a tariff measure, for it provides that foreign patents shall remain valid in Great Britain only if they are worked there. American companies will start razor and shoe factories, and German firms will manufacture indigo and aniline dyes under the British flag.



# Annual Awakening of America's Most Popular Seaside Resort

IMPRESSIONS OF CONEY ISLAND GATHERED WITH THE CAMERA ON THE FIRST GENIAL DAY IN SPRING



THE MAGNET THAT ALWAYS DRAWS THE CROWD—THE RECONSTRUCTED BOWERY LOOKING TOWARD DREAMLAND.



AS A BIRD WOULD SEE CONEY—LOOKING SOUTH DOWN SURF AVENUE TOWARD THE OCEAN—DREAMLAND, LUNA PARK, AND STEEPLCHASE ARE ON THIS THOROUGHFARE.



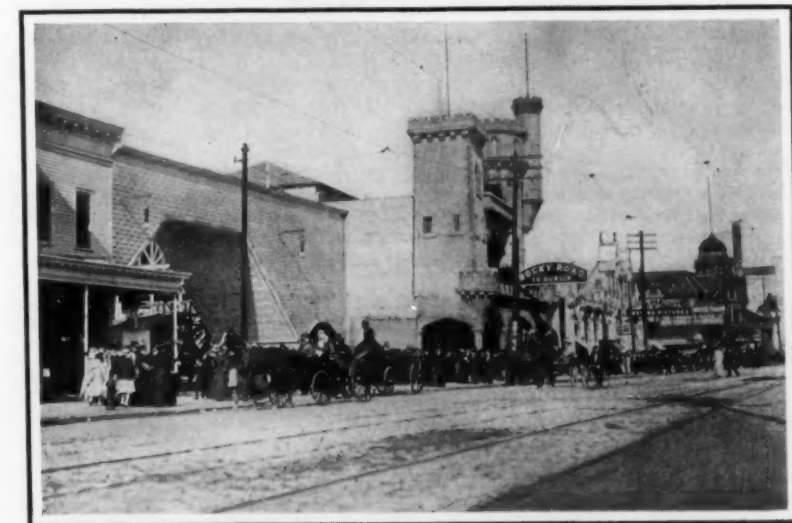
WHERE PLEASURE REIGNS SUPREME—THE NEW AND SPLENDID STEEPLCHASE PALACE ON SURF AVENUE BUILT ON THE SITE OF THE STRUCTURE DESTROYED BY FIRE LAST YEAR.



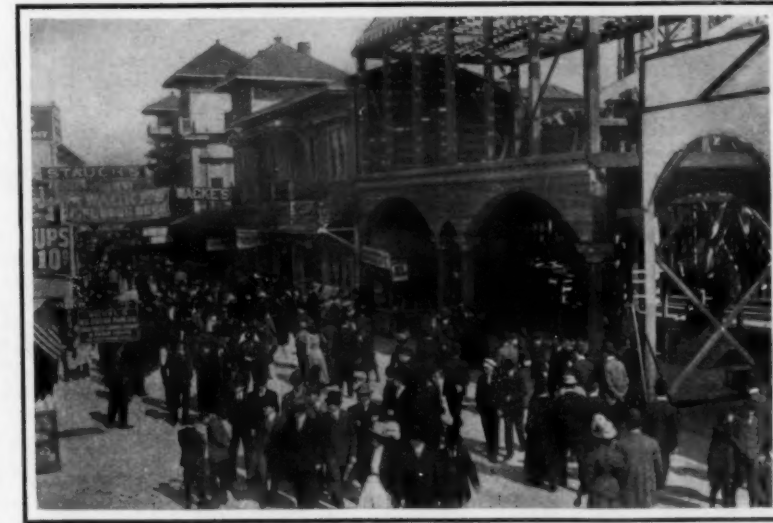
LUNA PARK, SHOWING THE FOUNTAIN AND BAMBOO SLIDE ALL READY FOR THIS SEASON'S CROWD.



A TRIP ON A SCENIC RAILWAY AT CONEY ISLAND IS FULL OF ADVENTURE AND EXCITEMENT, AND ALWAYS INTERESTS THE CROWD.



A POPULAR RESORT FOR THOSE WHO DRIVE—SURF AVENUE AT CONEY ISLAND ON A WARM SPRING SUNDAY.



THE "NEW" CONEY ISLAND—MORE ATTRACTIVE EVEN THAN BEFORE LAST YEAR'S CONFLAGRATION.

Photographs by Burt Phillips.



## "Leslie's Weekly's" Memorable Fight for Pure Milk

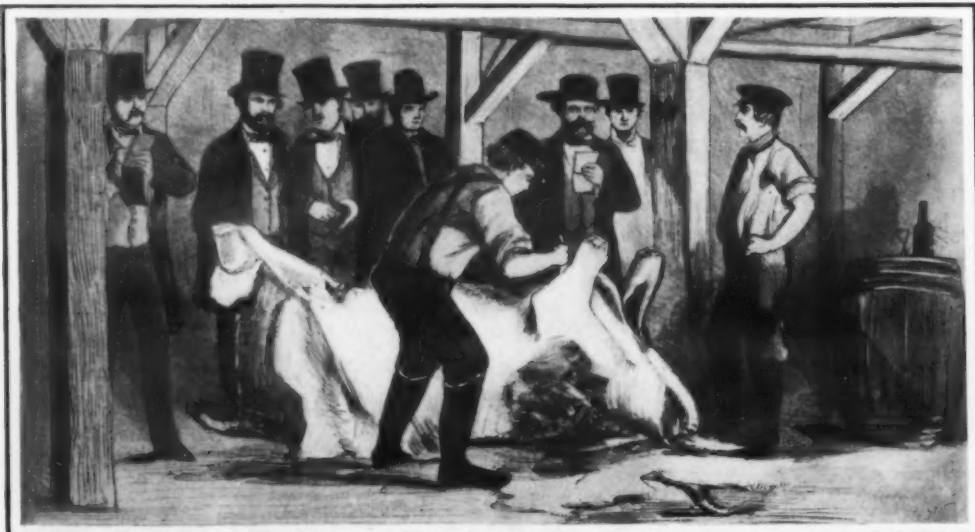
REMARKABLE FEATURES OF THIS PAPER'S CRUSADE AGAINST THE SWILL-MILK TRAFFIC FIFTY YEARS AGO.



SWILL TANKS CONNECTED WITH A BROOKLYN DISTILLERY—FILLING CASKS WITH SLOPS FOR THE COW STABLES OF LONG ISLAND FARMERS.



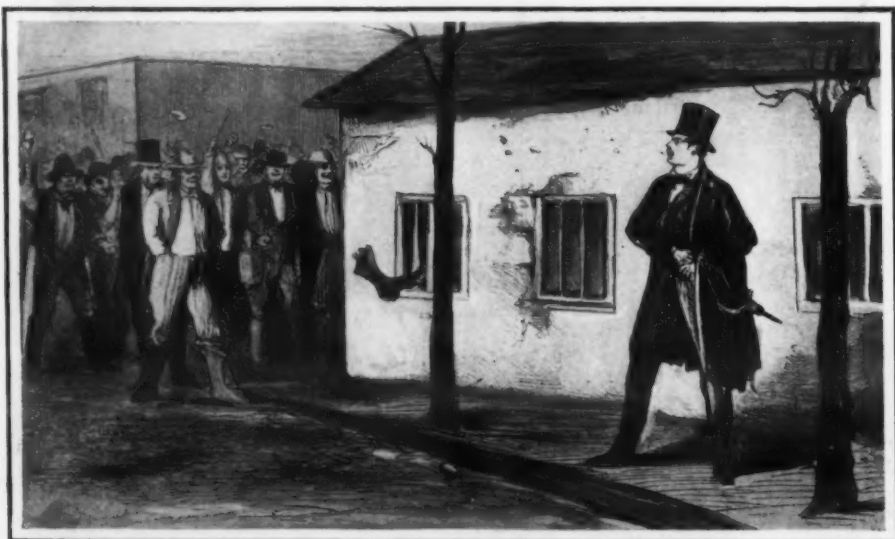
SWILL-MILK MEN ARRESTED AND TAKEN BEFORE THE MAYOR AT CITY HALL AMID THE JEERS OF THE CROWD.



DISSECTING A COW THAT DIED OF DISEASE IN A SWILL-MILK STABLE—FRANK LESLIE, THE HEALTH WARDENS, AND OTHERS WITNESSING THE OPERATION.



A DISGUSTING SCENE—MILKING A DYING COW SO WEAK THAT SHE HAD TO BE SUPPORTED IN A SLING.



EMPLOYEES AT A SWILL-MILK STABLE ATTACKING A "LESLIE'S WEEKLY" ARTIST WHO SOUGHT TO PICTURE THE PLACE.



"LESLIE'S WEEKLY" DETECTIVE ATTACKED BY A SWILL-MILK MAN AND FORCED TO DEFEND HIMSELF WITH A PISTOL.

Photographs reproduced from Leslie's Weekly of May 15th, 1858, and copyrighted.

### Topics and Pictures Fifty Years Ago.

ONE OF the greatest services ever rendered to the public by any newspaper was the famous exposure by LESLIE'S WEEKLY in 1858 of the impure milk traffic in New York, Brooklyn, and Jersey City. In his crusade against producers of and dealers in tainted milk, the late Frank Leslie expended thousands of dollars, incurred the enmity of prominent politicians, and had to defend himself in libel proceedings. But he won out, and his triumphant efforts proved to be the first practical and efficient step in the movement to assure a pure milk supply to the cities of the United States. This fight for the welfare of the people was waged with great ability. It reacted beneficially on the paper, whose circulation increased tremendously on account of it.

The public-spirited action of the paper was instigated by the discovery that the three towns mentioned were being supplied with milk obtained for the most part from diseased cattle, confined in overcrowded, ill-ventilated, and filthy stables. Many of these pens were connected with distilleries, and the cows therein were fed on distillery slops. This unnatural diet, coupled with lack of exercise and the frightfully un-

sanitary conditions in general, had a dreadful effect on the wretched animals. They were attacked with tuberculosis and broke out in running sores; their tails and even their limbs rotted away. They were, however, milked to the last, and when too weak to rise from the floor to which they had sunk, they were suspended in slings or otherwise held up until the contaminated fluid was extracted from them. When they ran dry or were about to die, they were slaughtered and the carcasses were sold for food.

Impelled by these considerations LESLIE'S WEEKLY published incisive accounts and startling illustrations of the scenes witnessed by its detectives and artists. Offenders were excoriated without regard to their wealth and standing. The revelations aroused the indignation of the people, who gave the paper their moral support. But the interests exposed were angered beyond bounds. Mr. Leslie was deluged with threatening letters and his representatives were often assailed by employees of the swill-milk men. Daniel Tiemann was then mayor of New York, and he seconded LESLIE'S WEEKLY'S endeavors to have the stables presented to the grand jury as a nuisance. The exposure of itself goaded a number of owners to break up their vile stables. A committee of the New

York board of health investigated the evil conditions, but the majority report exonerated the swill-milkers. The "whitewashers" were mercilessly scored by LESLIE'S WEEKLY, and they in vain sought to have Mr. Leslie indicted by the grand jury for libel. Mr. Leslie received from admiring citizens a handsome gift in recognition of his splendid service to the people. The good effects of his work were permanent. It has been an incentive to the champions of pure-food products ever since.

**G**REAT BEAR SPRING WATER. "Its purity has made it famous." For home and office.

### If Your Dinner Distresses,

HALF a teaspoonful of Horsford's Acid Phosphate in half a glass of water will bring quick relief.

### A Home Comfort.

THE merits of Borden's Peerless Brand Evaporated Milk (unsweetened) are convenience, economy, purity. Use it in all recipes calling for milk or cream. In this product the natural milk flavor is retained. Suitable for fruits, cereals, tea and coffee.



## In the Trail of the Terrible Tornado in the South



COMPLETE DEVASTATION IN THE HEART OF THE TOWN OF ALBERTVILLE, ALA., WHERE SEVERAL PERSONS WERE KILLED.—G. Riffen.



WRECK OF THE PRESBYTERIAN CHURCH AT AMITE, LA.—J. H. Coquille.



POOR NEGROES AT AMITE, LA., MOURNING THE DESTRUCTION OF THEIR CABINS.—J. H. Coquille.



VINEYARD HOUSE, CHICKAMAUGA PARK, GA., CRUSHED BY TREES BLOWN DOWN UPON IT.—H. H. Bacon.



TEMPLETON HOUSE, AT ALBERTVILLE, ALA., SHATTERED AND RUINED. W. J. Randle.



CITIZENS INSPECTING THE RUINS OF THEIR DWELLINGS AT GRIFFIN, GA. F. W. Clarke.



RUINS OF THE MANSION AT LUCERNE PLANTATION, CONCORDIA PARISH, LA., IN WHICH A PROMINENT SOCIETY WOMAN OF NATCHEZ, MISS., WAS KILLED.—Charles W. Miller.

### Recent Deaths of Noted Persons.

REV. DR. MORGAN DIX, rector of Trinity Parish, New York, and one of the most widely known Episcopal clergymen in the country, at New York, April 30th, aged 80.

Frederic W. Huidekoper, a prominent railroad magnate, at Washington, D. C., April 29th, aged 68.

Dr. Charles J. Aldrich, leading specialist in neurology, at Cleveland, O., April 29th, aged 47.

Prince Emil Schoenaich-Carolath, poet and novelist, at Hasseldorf, Germany, April 30th, aged 56.

Julius Frank, historical painter, at Berlin, Germany, April 30th, aged 82.

Miss Virginia Kent Johnston, one of the best known women educators in New England, at New Haven, Conn., April 30th.

James J. McNulty, professor of philosophy at the New York City College, at New York, May 1st, aged 45.

Leslie P. Farmer, passenger commissioner of the Trunk Line Association, at New York, May 1st, aged 60.

James H. Wallick, formerly a successful popular actor, at Middletown, N. Y., May 1st, aged 69, suicide.

Julian Bakkh, the Jewish millionaire publisher of the *Rech*, and a philanthropist, at St. Petersburg, May 1st, suicide.

Matthew Griffin, once a journalistic power in Wall Street, at New York, May 1st.

Henry P. Sampers, proprietor of *Le Courier des Etats-Unis*, at New York, May 1st, aged 69.

General Stephen Turr, a famous revolutionary commander, a Garibaldian veteran, and once a confidential adviser of Kossuth, at Budapest, Hungary, May 21, aged 83.

Rev. William Bryce Morrow, a hero of the small-pox epidemic at Bethlehem, Pa., in 1882, at Plainfield, N. J., May 1st, aged 69.

C. Arthur Williams, associate editor of the *Washington, D. C., Herald*, at El Paso, Tex., May 1st, aged 32.



# Jasper's Hints to Money-makers

## NOTICE TO PREFERRED SUBSCRIBERS.

Subscribers who are on my preferred list and who have failed to receive their papers regularly since the disastrous fire which destroyed our building will do me a favor if they will advise me to that effect, as I wish every subscriber on the preferred list to be assured of an early and regular delivery of his paper.

[NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be included, as sometimes a personal reply is necessary. All inquiries should be addressed to Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Mining inquiries should be addressed to Editor Mining Department, LESLIE'S WEEKLY.]

THE RAILROADS appear to be the football just now of everybody. When the business depression, largely caused by the onslaught on the railroads, cut down their earnings, and the railroads in turn proposed to reduce wages, they were not permitted to do so. Those high in authority suggested that a better way for the railroads to help themselves would be to increase their freight charges. The untimeliness and unfairness of such a suggestion are obvious. With State Legislatures and cheap demagogues denouncing the railroads and asserting that their rates, especially for the carriage of passengers, are exorbitant, this is hardly a time for the railroads to increase rates on freight and invite the further disfavor of the public.

The railroads are no different from any other corporation employing labor. They are no different from the individual in his private business. When they suffer from business depressions they must reduce expenses. It is as unbusiness-like to suggest an increase in freight charges by the railroads as it would be to suggest to a merchant in time of depression that he should advance the price of his goods.

Reason, common sense, and justice seemed to be applied to the consideration of every business excepting that of the railroads. The latter are set aside as a class by themselves, as if they were free from the general laws of trade and economics. It is a most unhappy position in which to place them, and, strangely enough, the public fail to see that in tripping the railways they are imposing hardships on the chief contributors to the prosperity of the country. How long will the public continue to be misled and deceived? How long before that inherent love of fair play which abides in the American breast will assert itself in behalf of our hectoring railroads and industrial corporations? It is true that some of them have made a great deal of money, and that some have returned handsome fortunes to their promoters;

## CHANGE IN FOOD

Works Wonders in Health.

It is worth knowing that a change in food can cure dyspepsia. "I deem it my duty to let you know how Grape-Nuts food has cured me of indigestion."

"I had been troubled with it for years, until last year my doctor recommended Grape-Nuts food to be used every morning. I followed instructions and now I am entirely well."

"The whole family like Grape-Nuts, we use four packages a week. You are welcome to use this testimonial as you see fit."

The reason this lady was helped by the use of Grape-Nuts food, is that it is predigested by natural processes and therefore does not tax the stomach as the food she had been using; it also contains the elements required for building up the nervous system. If that part of the human body is in perfect working order, there can be no dyspepsia, for nervous energy represents the steam that drives the engine.

When the nervous system is run down, the machinery of the body works badly. Grape-Nuts food can be used by small children as well as adults. It is perfectly cooked and ready for instant use. Read "The Road to Wellville," in packages. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

but is not the risk worth more than an ordinary interest returned? Does not the very fact that one risks his money in an enterprise entitle him to share in the benefits which that enterprise confers on the community; and what enterprise confers a greater public benefit than the railroad?

A man who buys a farm or a house, or a bill of merchandise, a bale of cotton, or a tub of butter, buys it because he believes he is securing a bargain. If he buys it to sell again, the greater his profit, the greater his satisfaction. It was recently announced that a farm that had been purchased in 1838 by Mr. Astor for \$23,000, and which was then on the outskirts of New York City, has increased in value so it is now worth \$3,000,000. Is this "tainted money," or is it the return that Astor's heirs receive for his forethought when he made his investment? Anybody could have bought the property at that time and secured the profit. In 1842 Patrick Dougherty bought a building lot in what was then the suburbs of New York, and which is now its centre, and paid for it \$450. Recently at auction it was sold for nearly \$100,000. In this instance a poor man reaped a great profit by his forethought. In the case of Astor it was a rich man. Should either of these be deprived of his opportunity to do something for himself and children? The day will come when the people will begin to think of such questions from the rational standpoint, and common sense will take the place of the unwisdom which generally prevails among the narrow-minded and thoughtless.

Is it fair, reasonable, or necessary that the railroads of the country should be put, in this time of depression, to extraordinary expense to comply with the orders of the Interstate Commerce Commission? A recent press dispatch says that the Pittsburgh and Lake Erie Railroad, a line a hundred miles long, had been obliged to employ five clerks to compile a report ordered by the commission, to show the rates from every station on the road to every other point in the United States, and that it will take five years to complete this task. The question is asked how long it would take trunk-line railroads thousands of miles in length to comply with such an order. What practical benefit will be derived from this work? It is so easy for a commission to issue an order, and the railroads have now been whipped into such a state of submission that there is no telling to what length the hardships imposed upon them may be carried. But have the stockholders and bondholders not as much right to protest against the unnecessary expenditure thus involved as they have against unnecessary expenditures of any kind? It occurs to me that the millions of investors in our great railroad companies should get together and do what the labor unions, manufacturers, and other organized forces are doing, namely, make a demand for consideration. Political conditions in this country have reached such a state that our law-makers will pay little heed to any one who does not shake his fists in their faces and disclose that the fist holds a bundle of votes. And demagogues blindly fail to see that the quickest road to ruin for them lies along the pathway of bankruptcy and destruction for our railroads and industries which they are surely inviting.

While the stock market has been showing greater strength of late, it must be borne in mind that one of the principal reasons for this is the accumulation of a large short interest. I pointed out, during the depression in the early part of the year, that the market might be rapidly advanced at any time if the short interest could be caught napping. It was so caught, and when it undertook to cover, the leaders of the market compelled the shorts to bid for the stocks they required until prices showed a substantial advance all along the line. It must also be remembered that a great deal of the floating supply of stocks and bonds was absorbed by investors during the period of depression. These were bargain-counter days, and those of my readers who followed my repeated suggestion that they should avail themselves of the opportunity thus presented to make investments have no reason to complain.

With the national conventions approaching and considerable uncertainty not only as to the candidates, but par-

ticularly as to the platforms they may promulgate, a slackening tendency in business might naturally be expected, with a corresponding dullness and possible liquidation in the stock market. If we were assured of normal crops the market would be in position for quite an advance. This should come a little later, after the presidential conventions have been held, if they exhibit conservative tendencies, and if the outlook for the crops in early summer is satisfactory.

S. Boone, Iowa: I am unable to obtain a rating or a satisfactory report.

McC., Minneapolis: The inquiry was answered promptly. Mistake somewhere.

S. Hagerstown, Md.: It is impossible to get any satisfaction from the representatives of the concern, and I believe it will be necessary to have an attorney—not necessarily a high-priced one—to keep track of the case for you. Will communicate by mail.

B. Weehawken, N. J.: The affairs of the concern are in such a tangled condition that I am afraid you may have difficulty in securing your certificate. I believe it is a case in which you will have to have legal advice, but I would first make application direct for the stock and then govern myself accordingly.

Tobacco: One is always tempted to exchange a sluggish stock for one that is more active, yet the patient holders of the former in the end reap the advantage. I would not advise taking a loss in Havana Tobacco pref. The tobacco-crop failures in Cuba cannot continue indefinitely, and with a return to better conditions the stock should sell higher. I had rather even up at present prices.

S. Hagerstown, Md.: I would not be in a hurry to purchase. The market has now had quite a rise, and a reaction, with the elimination of the short interest, might be naturally expected. On recessions the dividend-paying and cheaper stocks, like O. and W. and K. C. S. pref. and S. P. common, would be attractive. 2. Spencer Trask & Co., Pine and William streets, New York City, are prominent members of the Stock Exchange in high standing.

J. Indianapolis, Ind.: Considering the social unrest in Japan, the bonds of that country are not looked upon by conservative investors as gilt-edged. While a revolution is not anticipated, it is obvious that if it occurred, the Japanese bonds might be repudiated in whole or in part. 2. The bond of the Pennsylvania just offered for sale is so well secured by a first lien on the road that it is gilt-edged. It is not surprising that it was so promptly subscribed for.

S. Chapinville, Conn.: Your letter was not received, or, if received, was answered. The probabilities at present, in view of the reduced earnings of the Pennsylvania and of the tendency to conservatism, do not favor an increase in dividend rates, but rather a further decrease. Pennsylvania stands on a higher plane than Southern Pacific common, but relatively, from the speculative outlook and the point of earnings, the latter is the cheaper. I have a doubt whether the 6 per cent. dividends on S. P. will be maintained unless the business depression passes away. The dividends are more than earned, and 6 per cent. can be paid if desired.

E., Cincinnati, O.: The best on your list, by all means, and the one that is undoubtedly gilt-edged and absolutely secure, both as regards principal and interest, is the 4½ first-mortgage certificates issued by the Title Guarantee and Trust Co., 176 Broadway, New York. There is no possibility of anything happening to affect the value of these bonds or to interfere with their interest payments. They are held by the trustees of some of the largest estates, who confine all of their investments strictly to gilt-edged securities. An investment in these first-mortgage certificates is as safe as a deposit in a savings bank and is carefully protected.

W. Helena, Mont.: 1. The rise in the market was due to two causes: First, the absorption of a good deal of floating stock by those who have been purchasing on the decline and are holding for investment; second, a large short interest has been covering at advancing figures. Insiders appear to have been taking good profits when they could get them, in the belief that many things may happen before the presidential election and that severe fluctuations are not improbable. 2. Beyond question the business depression is being quite severely felt in several directions. If the outlook for the crops should be discouraging, the market would inevitably have a setback.

L., Louisville, Ky.: 1. I would not sell my Pennsylvania stock at a sacrifice. The reduction in the dividend had been anticipated, and a further reduction would be justified unless the railroad situation improves. It hardly seems possible that the present outcry against the railroads will be long continued. 2. The 4 per cent. bond issue of the Pennsylvania I regard as a high-class investment, as it is secured by a first lien on the road. 3. The tendency of all the short-time notes of the first class has naturally been to advance, because money is becoming more plentiful and seeking investment more freely. I regard the Lake Shore, Michigan Central, New York Central, and New Haven issues as among the best.

R., Portland, Ore.: 1. The absurd and altogether unjustified attacks on the Rock Island made by the anti-railroad element in Oklahoma are troublesome, but may not be serious. The proposed readjustment of the Rock Island's financial system, if it comes, will be due to other causes. The property was too heavily capitalized by the Moore interests and is not in condition to meet the present depression if it continues much longer. 2. The railroad stocks to which you refer are all dividend-payers, but a continuance of the dividends is not assured unless the present business depression passes away. Railroads which, during the prosperous times of the past year or two, increased their dividends no doubt thought the increase was justifiable. Had they foreseen the coming depression they would have husbanded their resources. 3. A. O. Brown & Co., 30 Broad Street, New York, have excellent lists showing the income values of dividend-paying stocks for investment, and will send them to you if you will write and mention Jasper.

R., Buffalo: 1. The reason that 8 per cent. can be paid on first-mortgage loans in the South and the West is, as I have already stated, because of the greater scarcity of loanable funds in those sections. I have no doubt that such investments are entirely safe if made on improved real estate in growing cities. 2. The loans in Houston, Tex., to which you refer, I am informed, are made on improved real estate in that city, which has over a hundred thousand inhabitants and is one of the coming cities of the South. Mr. William C. McLelland, Commercial Bank Building, Houston, Tex., tells me the 8 per cent. mortgages which he is offering are based on not to exceed 50 per cent. of the value of the property, with insurance in all cases for the full amount of the loan, and both insurance and taxes paid by the borrower. He gives as references the Commercial National Bank, the First National Bank, and other leading financial institutions of Houston. My readers very readily communicate with Mr. McLelland in regard to the loans he offers. The future of Houston cannot be questioned. It is one of the greatest cities in Texas.

C., St. Paul: 1. The action of the Corn Products Refining Company in reducing the dividend on the pref. stock was in accordance with the conservative policy which has been consistently followed by President Bedford since he has had charge of the company. In his circular to the holders of the pref. stock he intimated that "a little self-denial practiced at this time will be amply rewarded in the near

future." This assurance justifies you in holding the stock, and I would not sacrifice it at prevailing prices. 2. The earnings of U. S. Steel for the past quarter were about half of those of the corresponding quarter of the preceding year, and had the customary charges for depreciation been taken out of the earnings, the dividends would not have been earned. It is this uncertainty regarding the iron trade that makes investors chary of holding the stock. 3. You are quite safe, I think, in buying investment securities on reaction. A very good list of these, with their rate of income, price, etc., will be sent you without charge if you will mention Jasper and write to J. S. Bache & Co., bankers, 42 Broadway, New York.

NEW YORK, May 7th, 1908.

JASPER.

## Lucky American Quarter Dollar.

ON FRIDAY the thirteenth a young man out of work took from his pocket his last quarter dollar. Turning it over in his hands, he discovered the following facts: There are thirteen letters in "quarter dollar." Thirteen stars surround the face on the coin. In the scroll held in the eagle's beak are thirteen letters, making the Latin phrase, *E pluribus unum*. The marginal feathers on each wing number thirteen. Thirteen stars are scattered over the surface above the eagle's head. In the tail appear thirteen feathers. The horizontal bars of the shield are thirteen in number. Three and ten are the vertical lines of the shield. In its left claw the eagle clutches thirteen arrows. Between the fifth and sixth pair of leaves in the branch held in the right claw appears a single leaf, making a total number of thirteen leaves on the branch. Thirteen feathers may be counted on the eagle's neck. The young man put the coin back into his pocket and went out of his room and began to hustle in search of work. By night he had earned three dollars, and, having been paid in twenty-five-cent pieces, he jingled thirteen quarter dollars in his pocket. With all its unlucky thirteens, the quarter dollar became his lucky piece.

## FINANCIAL

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Deservedly popular has the so-called Appreciation Series, published by Baker & Taylor, New York, become. Russell Sturgis, with his "Appreciation of Pictures and of Sculpture," and George Edward Woodberry's "Appreciation of Literature" are works of genuine worth, not so technical or abstruse as to be understandable only by the artist or savant, but books of the thoroughly readable kind. The first two abound in illustrations, some of which have been rarely printed, and Mr. Sturgis's observations are indicative of keen knowledge of his subjects; and the third, simple in style and almost conversational in its tone, prepares the reader for full appreciation of what is best in literature by instructive essays on poetry—lyrical, narrative, and dramatic—fiction and other prose forms. Price, \$1.50 each.

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A GOOD market for American shoes may be found in England. English dealers admit the excellence, and in some cases the superiority, of American uppers and patterns. Two conditions should be remembered by the American manufacturer—the greater rainfall and dampness in that country, and the unwillingness of the English—both men and women—to wear rubber overshoes. The American shoe for English trade, therefore, should be able to resist moisture and should have a heavier sole.

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### Citizenship Is Too Cheap.

IF IT means anything to live in a republic, and if this republic pretends to consider the welfare and happiness of the individuals who make up its body politic, then citizenship is worth something; not only worth something, but is the greatest and most valuable gift within our power, including, as it does, all other gifts and benefits. Yet there is no other official act of the State which is handled so carelessly as the conferring of citizenship papers. By our own treatment of the act we bring it into contempt. We allow not only the densely ignorant but the criminal to buy it or to cheat us for it; we allow petty and corrupt officials to traffic in it. Because we admit so dangerous a class that lives are less safe and comforts less secure by reason of their presence, even the face value of citizenship conveyed in the past is lowered. We have no right thus to cheapen the privilege already rendered to worthy persons.

Some progress has, of course, been made. Naturalization officials state that because of certain new laws scarcely a single political heeler has been seen hovering around the naturalization office in New York City, and that few foreigners applying for papers seem to have been sent by politicians. This is, of course, due to the fact that the sixteenth of March was the last day on which application could be filed for papers with the chance of becoming an American citizen in time to vote next November. Moreover, we are watching more closely for criminality and disease at our entrance ports than ever before; but it is easy to improve upon former unsatisfactory conditions, and still not be doing one-quarter enough.

The time is coming when our public will awaken to the fact that vast sums spent in subduing mob violence, pursuing assassins, and ferreting out black-hand crime might better be spent, and spent more effectively, in guarding our national gateways. It is easier to keep out the evil elements than to control and suppress them after they are once admitted.

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### Making Money in Mining.

THE COPPER situation remains much the same. The fact that local consumers are purchasing more copper, if anything, is encouraging. Whenever there is a fall in price the buying is brisk—a good symptom. The decision of China to suspend the coinage of copper has not had the disastrous effects predicted by so many of the foreign copper experts. Had not the market been unusually sensitive, the suspension would hardly have been noticed. One of the axioms of political economy is that a decrease in price means an increase in demand. The present cheapness of copper has resulted in an increase of its use in products from which it has been shut out because of its price. No important advance in the copper world is looked for until the general business situation improves.

L. S. Wisconsin: I do not advise it. It is highly speculative.

B. Pittsburgh, Pa.: I think it is a fair speculation and nothing more.

K. Iron River, Wis.: I asked for a report but have not received it, and am unfavorably impressed.

G. East Aurora, N. Y.: No such purchase can be regarded as in the "investment" class because from its very nature it must be speculative.

M. Omaha, Neb.: I do not recommend the purchase. I have endeavored to obtain information concerning the property, but my letters have not been answered.

M. W. Brooklyn, N. Y.: 1. I do not regard them with the greatest favor and they offer a proposition which has not the highest indorsement. 2. I do not regard the plan you mention as a good one.


M. Skaneateles, N. Y.: I believe the company was succeeded by another of a similar name, which for a time did a little development work and then allowed the mines to remain idle. I question whether the stock has much value.

A. Chicago: The shares are not traded in on any of our exchanges, and the price you quote looks excessive because I am told that the mine has not yet developed sufficient wealth to justify the figures. I have asked for a report from the company, but have not yet received it.

F. Savannah, Ga.: I do not recommend any of them. You should be very careful to deal only with firms of the highest standing to avoid the risk of loss. I do not say that you would lose your money if you intrusted it to such parties, but a word of caution is always in order.

M. St. Louis, Mo.: It is obvious from the statements made that the company is in need of capital to develop its property, and that therefore the proposition is not an investment, but merely a speculation. The capital is large, considering the price asked for the stock and the fact that the improvements are so limited.

L. Canton, O.: The Winona Gold-Copper Mining Company, with its head office at Denver, has a large number of claims in the Sunlight district of Big Horn County, Wyoming. The capital is \$5,000,000, and the par value of the shares is \$1. It is reported to have been idle for several years. Its value



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must therefore depend upon the energy with which the work of development is continued and the quality and quantity of the ore.

H. Evansville, Ind.: The Giant Ledge Golden Copper Company was organized in 1901, with a capital of \$1,000,000, shares \$1 par. It has 30 claims in San Bernardino, Cal., on which a moderate amount of work has been done. The management is considered good, but the value of the property has not yet been fully established.

F. St. Louis, Mo.: The Twentieth Century Gold Mining Co., if that is the one to which you refer, has copper claims in Arizona, gold-bearing lands in California and some in Ontario. It paid dividends, but not from earnings, and has been reorganized. It will require considerable capital to develop its properties.

W. Johnstown, N. Y.: The Douglas Copper Company has a large property in Sonora, Mexico, with a capital of \$3,000,000, par value \$5, and a bonded indebtedness of \$600,000. Just before the decline in copper the installation of a smelter was being pushed. The property has considerable value, but seems over-capitalized. It is not a dividend-payer and I cannot give you the value of the stock.

NEW YORK, May 7th, 1908.

ROSCOE.

### TOO WEAK A WORD.

Bill Nye used to tell this story of a Frenchman who was visiting in America. After opening his mail one morning he wore so gloomy an expression that his hostess asked him if he was ill. "No, no," he replied sadly; "but I am dissatisfied. My father is dead."—Lippincott's.



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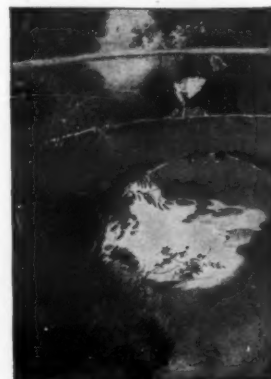
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THE LATEST tombstone in the assessment-insurance cemetery is that to the memory of the Mutual Reserve, which laid the foundation of its ruin by its original assessment plan. I regret that I cannot say that it passed away peacefully. Its death-knell was sounded at its birth, for almost its first words were that it was going to sell life insurance at half the usual rate. Attracted by this startling declaration, many flocked to it, and the association seemed to wax strong. But its growth was not of the healthy kind. Slowly but surely the death rate increased and the assessments accordingly, until the burden was more than the surviving members could stand. Before the end actually came, many had wisely withdrawn and taken out policies in old-line companies. Somehow the public fails to realize the fact that in life insurance, as well as in other fields, a man reaps what he sows. If a man seeks to provide for his family by sowing cheap assessment seeds, he has only himself to blame if he does not like the harvest. There is no uncertainty about the harvest when one takes out a policy in an old-line company. Good



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seeds cost possibly a little more, but the harvest returns a hundred-fold.

C., Wilmington, Del.: Answer by letter.  
W., Greensboro, N. C.: The company is in better condition than it has been, and I have reason to believe that it is entirely solvent. It looks as if it would fall into more capable and enterprising hands. If I held a policy I would pay the premium.

Revilo, Melrose Park, Ill.: Its standing has yet to be established to my satisfaction. I have always advised against coupling life insurance with stock speculation and regard this as a dangerous thing to do. Such experiments are not usually successful.  
S., Sandusky, O.: Much depends upon your present needs. If you require the cash, that is one thing; or if you prefer to continue the insurance, that is another. It does not seem to me that the cash payment is very liberal, but of course you have had twenty years of life insurance, which ought to be worth something.

T., Cleveland, O.: The Provident Savings Life is still doing business and its solvency has not been questioned. I believe its condition is more satisfactory than it has been, and that every policy-holder is well protected. An effort is being made to concentrate the management into stronger hands, with promise of success.  
N., Toledo, O.: 1. Your desire to carry some life insurance in favor of your little family is commendable. Even with your limited means you should be able to carry a policy of \$1,000 without the slightest hardship. At your age the cost will be less than eight cents a day. You could really afford, from what you state, to spend several times this amount. A policy for \$3,000 or \$4,000 would be very helpful to your family in case of your untimely death. 2. A 20-year endowment would cost more, but at the end of the 20 years, if you survive, the full amount of the policy will be paid to you.

B., New Philadelphia, O.: 1. I should hardly regard it as such. 2. It would be well to make the exchange. 3. If you refer to the New England Mutual, I can say that it is one of the oldest and best of the smaller companies and quite as good as either of the companies you mention. 4. I am glad that you took my advice, dropped your assessment insurance, and that you feel satisfied with your experience with the old-line companies. 5. The Prudential makes a very good offer of a low-cost policy. If you will drop a line to Department N, Prudential Life, Newark, N. J., and ask for a sample copy, it will be sent you without charge.

K., St. Paul, Minn.: The Royal Arcanum is a fraternal assessment order established in 1877. Its membership, according to the last report, is declining and its death rate increasing. What will happen if the death rate continues to increase has been shown by what has happened to other fraternal orders. The assessments must, of course, be raised, until they will finally become higher than the premiums charged by the old-line companies. The experience the members of the Mutual Reserve have recently passed through shows what may be expected from assessment insurance. I believe in understanding precisely what your insurance is to cost you when you take out a policy without leaving it open to question whether the cost shall not be greatly increased until it becomes too oppressive to be borne.

L. F., Elmira, N. Y.: 1. It is true that if you put your money in a savings bank each year instead of in a life-insurance policy, you will have it on hand ready for use. This is one way to look at the matter. You say it will cost you nearly \$50 a year for a \$2,000 life policy, and that you expect to live 40 years longer at least, and in that time you would have paid \$2,000. But suppose you should die at the expiration of a year, what would your family have, if it depended on your savings-bank deposit? It would have the small amount of \$50 that you had deposited; but if you had used the money for life insurance your family would receive \$2,000, a very comfortable sum in an emergency. Bear in mind, also, that your policy has a value which will amount to considerable as you grow older. Therefore I do not agree with your reasoning at all. 2. You would not have to die to win if you took an endowment policy payable to yourself at the end of 20 years.

*Hermut*

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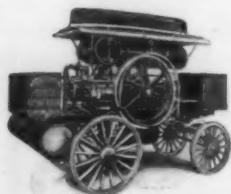
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The Caddy (as the colonel misses the ball for the sixth time)—“Go on, mister. Say it. Don't mind me. I've been in the business for three years now.”—*The Sketch.*

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